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LAND TROPHY

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A CUSTOMIZED TRAXXAS
TRX-4 DEFENDER**

- > TAMIYA VOLVO FH16 GLOBETROTTER 750
- > HEAD TO HEAD: TEAM ASSOCIATED NANOSPORT
- > Q&A WITH RC TRENDSETTER, WALLIE BUILDS
- > THE BASICS OF TIRE MOUNTING

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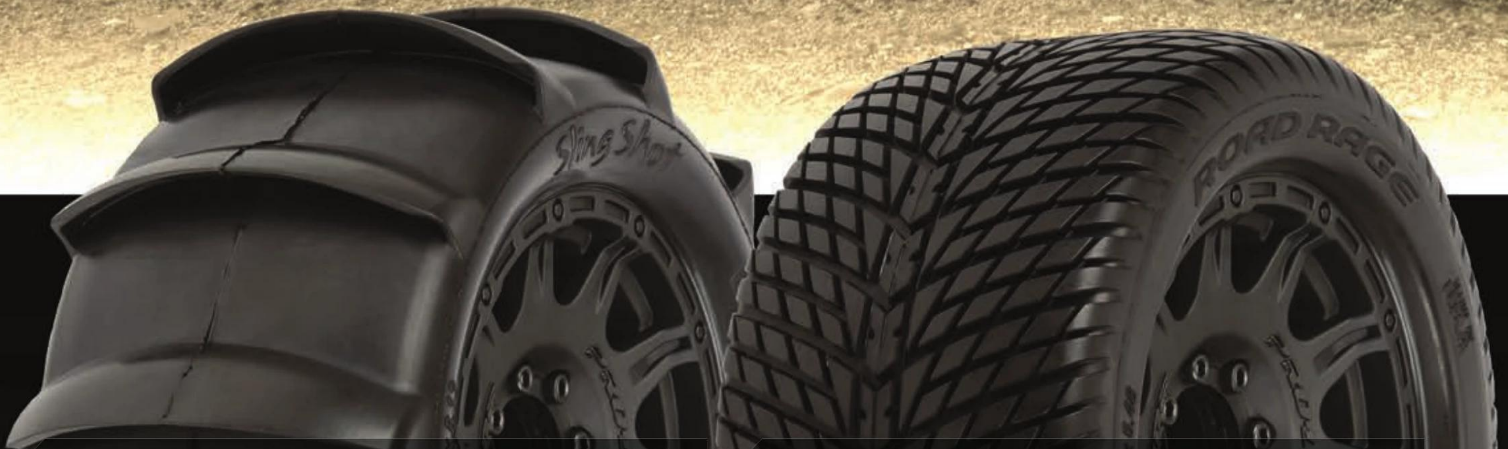
SAND & SNOW

STREET

ALL TERRAIN



SLING SHOT 3.8"

SAND/SNOW TIRES MOUNTED

FOR 17MM MT FRONT OR REAR, MOUNTED ON RAID BLACK 8X32 REMOVABLE HEX 17MM WHEELS

#1179-10

ROAD RAGE 3.8"

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#1177-10

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& **Pre-Mounted Pro-Line Trencher LP Tires**

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#10175-10

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ON THE COVER + LEFT:
A Customized Traxxas TRX-4 Defender

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Do you have a long-term project that never seems to be complete? I'm talking about an RC build that you always seem to tinker with and find new parts to swap into or add to? I do.

I have a Traxxas TRX-4 that I list at a permanent 80% completion rate. That's to say that I perpetually have another 20% to go to truly call the build done. It's a hard task considering that I always find something new to throw on it. Even though I still have more plans for it, we get to take a look at this work in progress in detail in the article called, Land Trophy.

We also jump behind the wheel of an impressive logging truck. The Tamiya Volvo FH16 Globetrotter 750 6x4 is a monster hauler and we get to see it up close. Also by Tamiya, we check out a modded out version of their RC-novice orientated Neo Fighter Buggy, done up as a retro-mod version of their legendary Frog. This "Neo Frog" may be geared towards beginner drivers, but as we found out, it's plenty of fun for seasoned enthusiasts as well.

We're constantly impressed by the innovative and talented RC enthusiasts that we see on social media. One such person is Nick Wautlet, the mastermind behind the account Wallie Builds. We get in a Q&A session with him to find out what drives his passion for RC. We're also excited to bring you an in-depth look into a Reader's Ride; Peter Lundberg's Jeep SCX 10 II is a sight to behold. If you'd like a chance for your own ride to be featured in a full-blown article, submit your ride today!

As always, we enjoy seeing what you are doing with your RC vehicles. If you have a build you'd like to share with fellow readers, consider submitting your ride to be included into out Reader's Rides department. You can find the easy to submit form at RCCarAction.com/readers-ride-entry-form/. It's never been easier to submit your ride.

Until next time,
Jerry Tsai
Editorial Director

GET THE JOB DONE RIGHT THE FIRST TIME!

Shock Duplicator

How do you know if your shocks are built correctly? Do you "eyeball" the rebound of your shocks after rebuilding them? Is that rebound identical to the opposite side shock? How about shock length? Do you have an expensive set of calipers to measure length? Does that set of calipers take into account the clearances in your shock pivot balls? Most likely you've never considered any of these things. RPM has and our Shock Duplicator takes the guesswork out of building or rebuilding your shocks.

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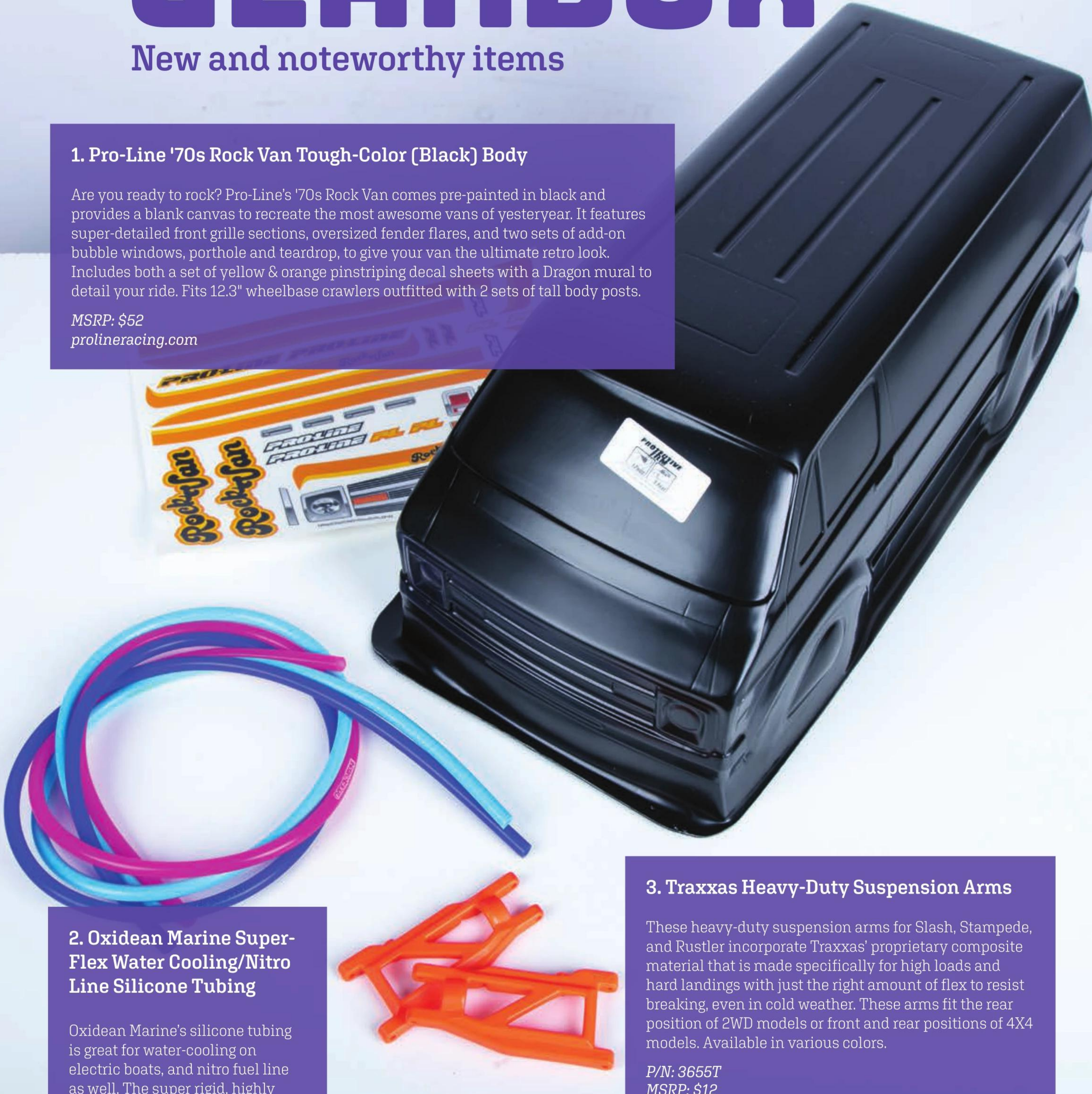
GEARBOX

New and noteworthy items



1. Pro-Line '70s Rock Van Tough-Color (Black) Body

Are you ready to rock? Pro-Line's '70s Rock Van comes pre-painted in black and provides a blank canvas to recreate the most awesome vans of yesteryear. It features super-detailed front grille sections, oversized fender flares, and two sets of add-on bubble windows, porthole and teardrop, to give your van the ultimate retro look. Includes both a set of yellow & orange pinstriping decal sheets with a Dragon mural to detail your ride. Fits 12.3" wheelbase crawlers outfitted with 2 sets of tall body posts.

MSRP: $52
prolineracing.com

2. Oxidean Marine Super-Flex Water Cooling/Nitro Line Silicone Tubing

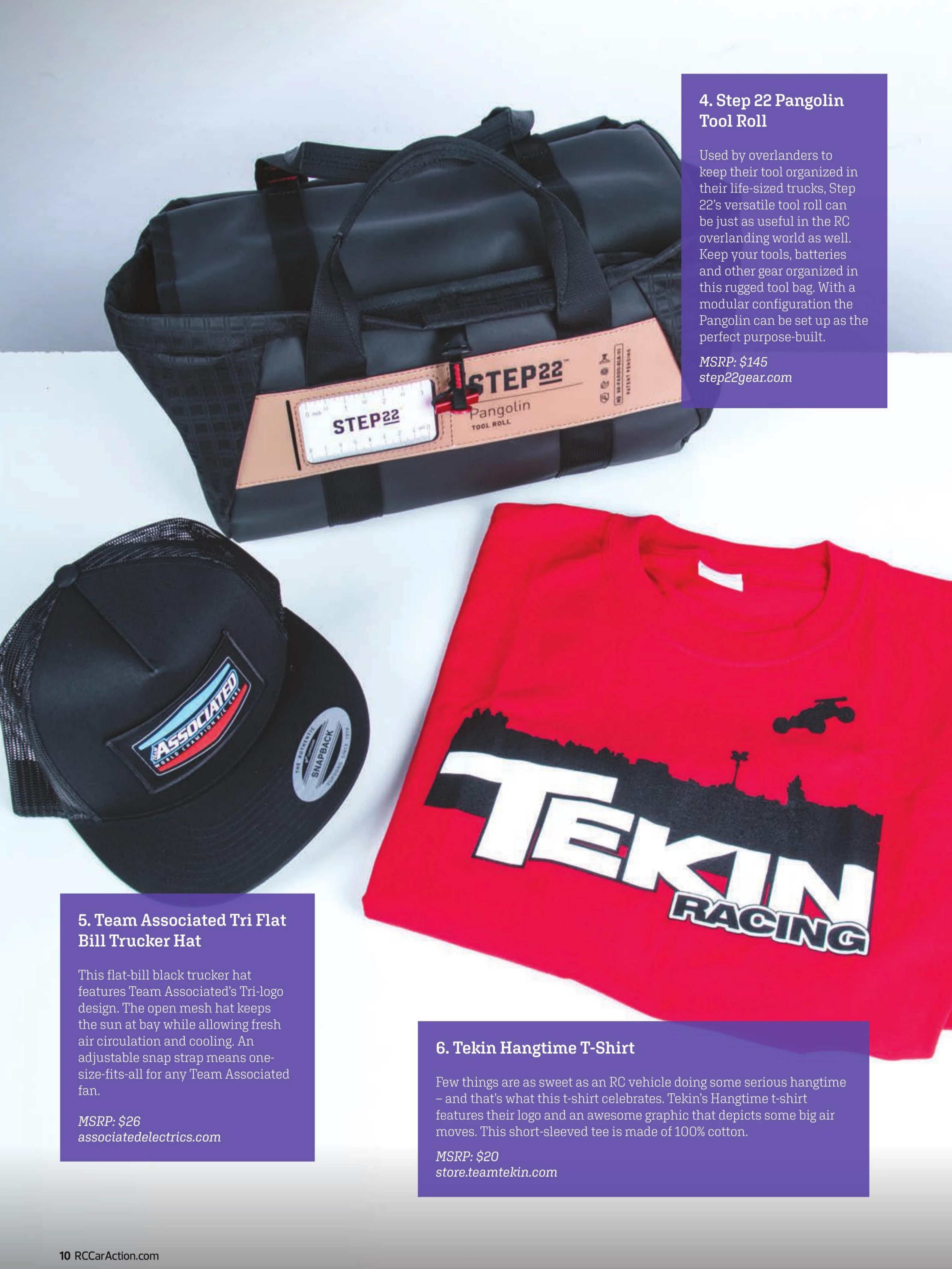
Oxidean Marine's silicone tubing is great for water-cooling on electric boats, and nitro fuel line as well. The super rigid, highly rupture resistant tubing features a 4mm inner diameter with a 8mm outer diameter and comes in assorted colors to match your build. Available in 3, 6 and 10 foot lengths.

MSRP: $7 / 3-foot length
oxideanmarine.com

3. Traxxas Heavy-Duty Suspension Arms

These heavy-duty suspension arms for Slash, Stampede, and Rustler incorporate Traxxas' proprietary composite material that is made specifically for high loads and hard landings with just the right amount of flex to resist breaking, even in cold weather. These arms fit the rear position of 2WD models or front and rear positions of 4X4 models. Available in various colors.

P/N: 3655T
MSRP: $12
traxxas.com



4. Step 22 Pangolin Tool Roll

Used by overlanders to keep their tool organized in their life-sized trucks, Step 22's versatile tool roll can be just as useful in the RC overlanding world as well. Keep your tools, batteries and other gear organized in this rugged tool bag. With a modular configuration the Pangolin can be set up as the perfect purpose-built.

MSRP: $145
step22gear.com

5. Team Associated Tri Flat Bill Trucker Hat

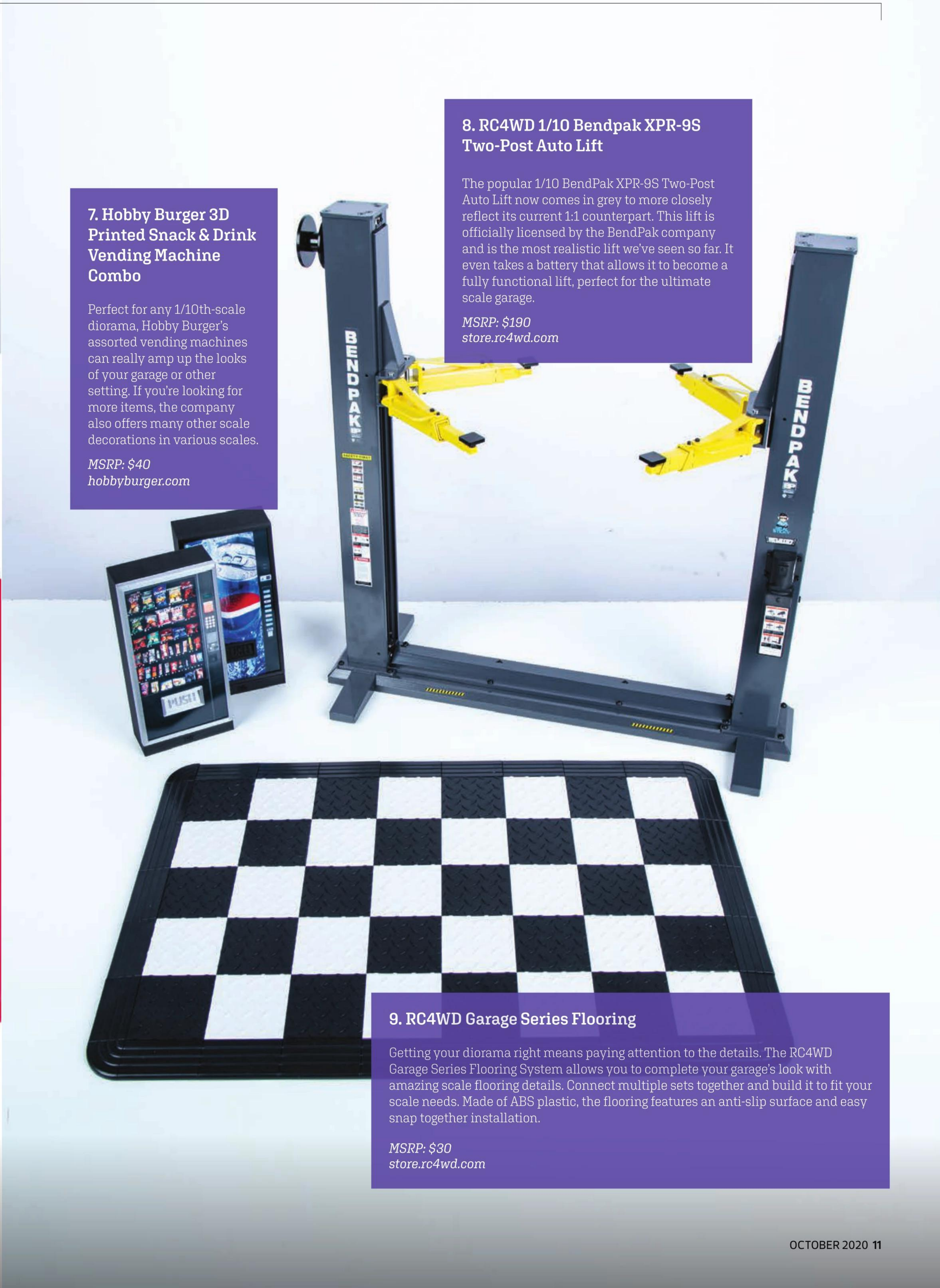
This flat-bill black trucker hat features Team Associated's Tri-logo design. The open mesh hat keeps the sun at bay while allowing fresh air circulation and cooling. An adjustable snap strap means one-size-fits-all for any Team Associated fan.

MSRP: $26
associatedelectrics.com

6. Tekin Hangtime T-Shirt

Few things are as sweet as an RC vehicle doing some serious hangtime – and that's what this t-shirt celebrates. Tekin's Hangtime t-shirt features their logo and an awesome graphic that depicts some big air moves. This short-sleeved tee is made of 100% cotton.

MSRP: $20
store.teamtekin.com



7. Hobby Burger 3D Printed Snack & Drink Vending Machine Combo

Perfect for any 1/10th-scale diorama, Hobby Burger's assorted vending machines can really amp up the looks of your garage or other setting. If you're looking for more items, the company also offers many other scale decorations in various scales.

MSRP: $40
hobbyburger.com

8. RC4WD 1/10 Bendpak XPR-9S Two-Post Auto Lift

The popular 1/10 BendPak XPR-9S Two-Post Auto Lift now comes in grey to more closely reflect its current 1:1 counterpart. This lift is officially licensed by the BendPak company and is the most realistic lift we've seen so far. It even takes a battery that allows it to become a fully functional lift, perfect for the ultimate scale garage.

MSRP: $190
store.rc4wd.com

9. RC4WD Garage Series Flooring

Getting your diorama right means paying attention to the details. The RC4WD Garage Series Flooring System allows you to complete your garage's look with amazing scale flooring details. Connect multiple sets together and build it to fit your scale needs. Made of ABS plastic, the flooring features an anti-slip surface and easy snap together installation.

MSRP: $30
store.rc4wd.com

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READERS' RIDES

A NEW WAY TO SUBMIT YOUR RIDE!

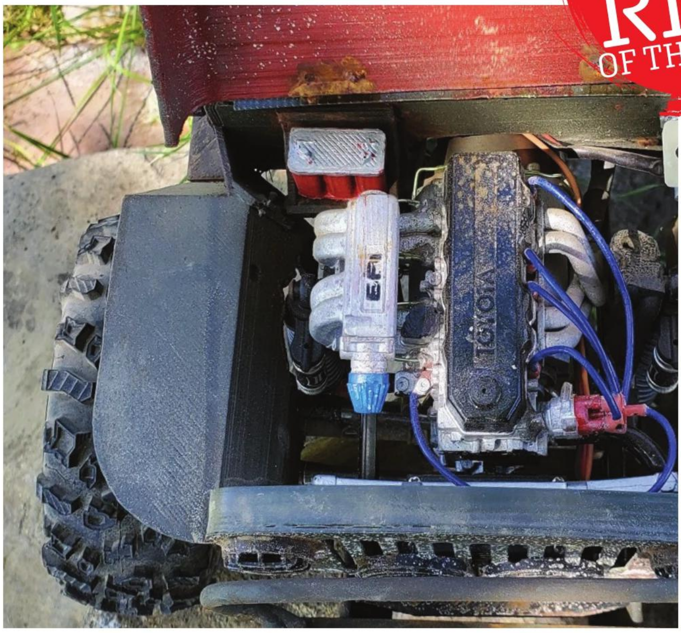
We now have an easy new way to submit your Readers Rides to RC Car Action online. Just go to ***Rccaraction.com/readers-ride-entry-form/*** to fill in your vehicle's info and upload your pix directly to us! As a bonus, it will generate a shareable link that you can send to your friends or share on social media to show off your ride to everyone!

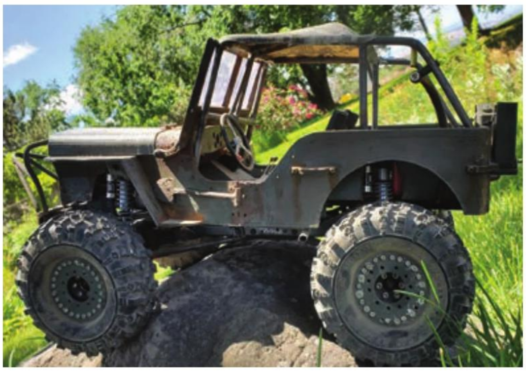
WELL-WORN WILLYS

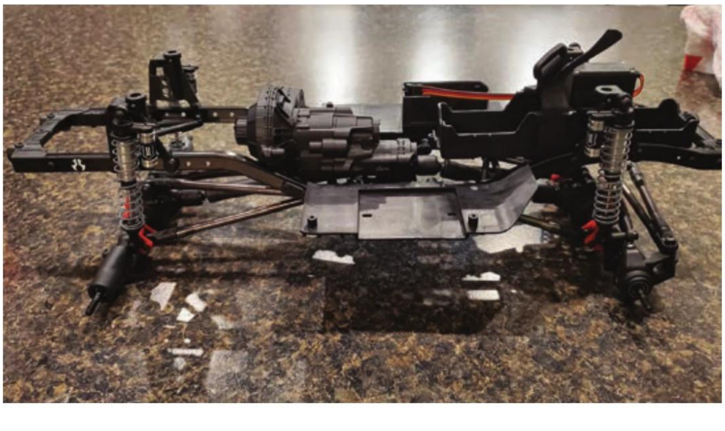
ERIC MICHEL « MOXEE, WA

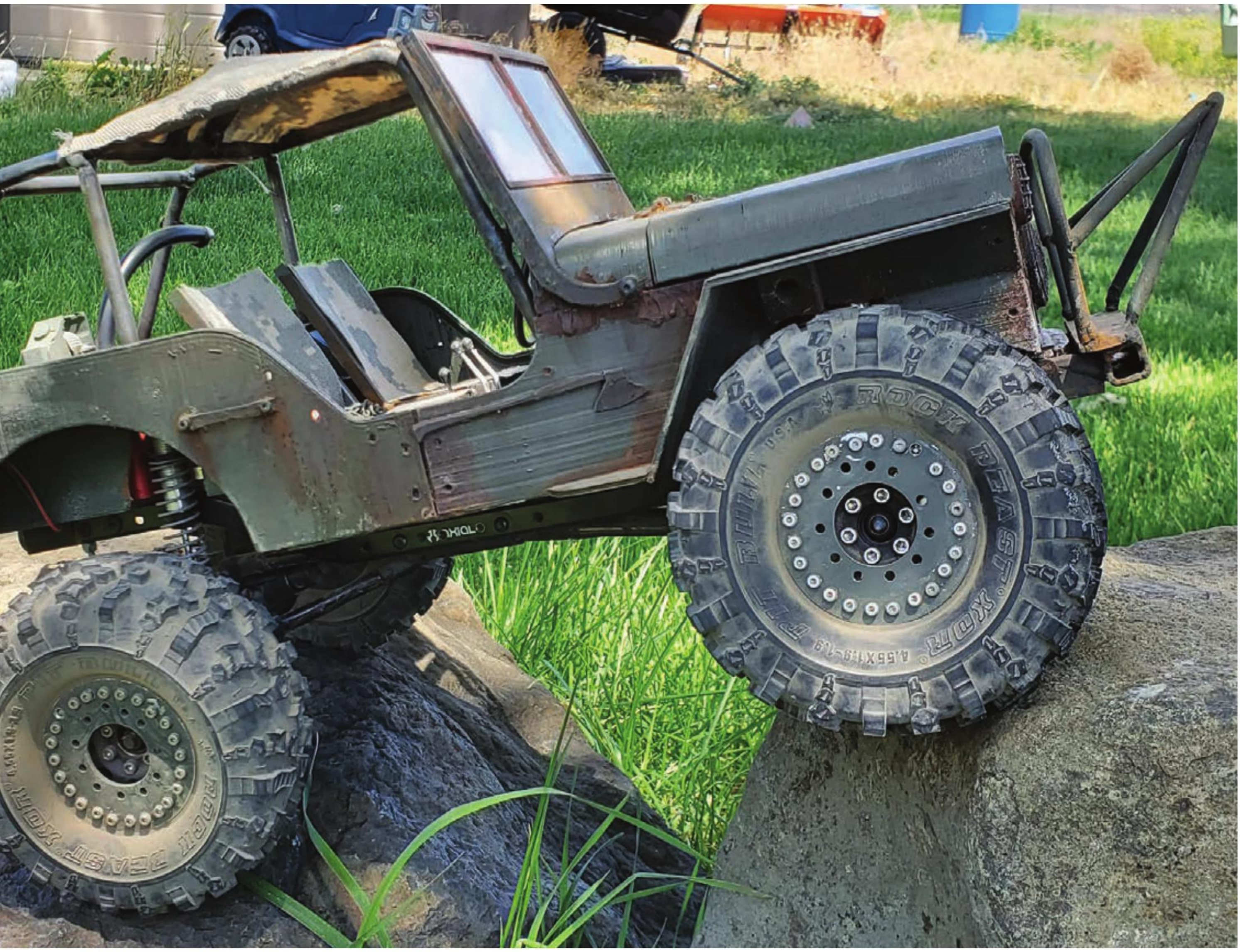
P-L.com RIDE OF THE MONTH

When COVID-19 situation came around Erik started looking for something to pass the extra time at home. He had built a number of scale crawlers so he decided to go that route. He bought an SCX10 II kit with no real idea of where it was going to go. Once chassis was together he still needed to decide on a body. He wanted a hard body, and he wanted a Jeep—but he didn't want the same thing he saw from everyone else. That's when he came across the Ossum Willys Jeep body on Thingiverse, so he decided to 3D-print his own. He tinkered with several scales until he found one he liked that seemed to fit the chassis the best. From there it was just making it all work. He selected an SSD transmission/transfer case so he could have a full scale engine under the hood without cutting up the firewall. The fuel cell in the rear holds the battery with a cover is held in place by magnets. The camo canvas for the bikini top came from an old backpack! The project turned out great and—understandably is one of Erik's favorites. Ours too!









BASED ON A AXIAL SCX10 II

BUILD HIGHLIGHTS

- Chassis: Axial SCX10 II
- Body: Ossum Willys custom 3D-printed from Thingiverse
- Motor: RC4WD 35T brushed motor
- Speed Control: Hobbywing QuicRun 1080 (mounted under dash)
- Battery: Generic 1500 40c Lipo
- Wheels and Tires: Mohero wheels with homemade bead-locks and Pit Bull Rock Beast tires
- Paint: Flat green from spray can
- Finish: Iron oxide rust
- Light System: Custom-built LEDs wired to the battery plug (white headlights, yellow blinkers, and red taillights)
- Radio System: Axial transmitter with Flysky reciever (mounted under the dash)

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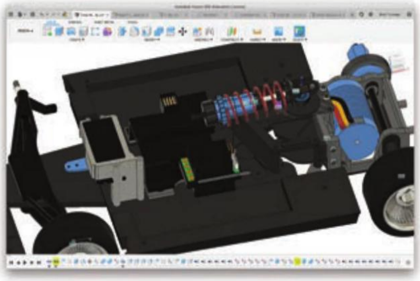
The special "P-L" logo marks the Readers' Ride of the Month. If you see it on your vehicle, you win a Pro-Line prize pack that includes a T-shirt, cap, and Pro-Line body.

WIN A PRO-LINE PRIZE PACK!
P-L
RIDE OF THE MONTH

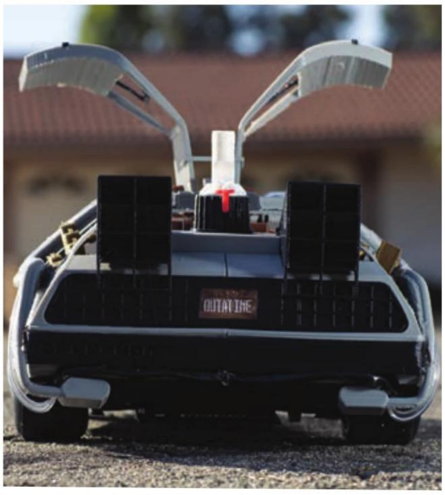
To submit your vehicle, email your high-resolution JPEG images and a description to **readersrides@airage.com**. Readers' Rides is also on Facebook! Visit **facebook.com/rccaraction** and post your ride; we'll message you if we want to feature it here in the mag.

3D-PRINTED DELOREAN TIME MACHINE

BRETT TURNAGE « MORENO VALLEY, CA



One astonishing fact about Brett's Back to the Future-inspired DeLorean might lead some to wonder if in fact it can travel back in time: he designed it and 3D-printed it in just seven days! Of course, this isn't Brett's first foray into 3D-printing RC cars, and to aid in development of the DeLorean he uses some running gear from a Tamiya F104 Pro II Formula 1 chassis. He took the rear subframe pod, including the differential central rear shock, and mated it to his own custom-designed chassis and suspension. Mounted into that rear subframe is a GoolRC 2340 4P Sensorless motor controlled by a 45A ESC and powered by a Venom2000mAh 2S Lipo. He utilizes most of the parts from Tamiya's kit for the front suspension, actuated by a Hitec HS-77BB low-profile steering servo equipped with a Racer's Edge aluminum servo arm. There are no authentically styled DeLorean wheels so Brett designed and printed his own (using the same PLA and PETG filament as the body) and wrapped in the Tamiya kit's tires. The gullwing doors open and are held closed with magnets, and special LED glow EL wire rope replicates the blue lights that erupt as the BTTF DeLorean hits 88mph and travels through time!



BASED ON TAMIYA F104 PRO II BUILD HIGHLIGHTS

- Chassis: Tamiya F104 Pro II 1/10 Formula 1 car
- Body: Custom 3D-printed
- Wheels and Tires: Custom 3D-printed with Tamiya F1 slicks
- Steering servo: Hitec HS-77BB
- Motor: GoolRC 2340 4P Sensorless
- Speed Control: GoolRC 45A
- Other equipment: LED glow EL wire rope

WORLD CLASS CRUISER CRAWLER

RADOSLAW SLUGOCKI « WARSAW, POLAND

The HZJ79 is Toyota's heavy-duty double cab Land Cruiser pickup and its reputation for all-terrain reliability is unmatched throughout most of the world, including in Radek's native Poland. But he wanted to make his Axial SCX10 II-based HZJ79 even more formidable, so he installed a set of MST axles under it. MST also supplied the 1.9" KM tires mounted on a set of GMade SR02 wheels. Power comes from an RC4WD 65T brushed motor with a Hobbywing QuicRun 1080 ESC. He also decked it out with a bunch of scale overlanding accessories from RC4WD to both dress up and protect the LC70 hardbody from Killerbody, starting with Trifecta front and rear bumpers and sliders. There's a bed cage topped with a soft cover and a set of fender flares. There's a Malice Mini Roof Rack with LED lights installed, matching the headlight/taillight kit. There's also a metal exhaust system and a Warn winch.

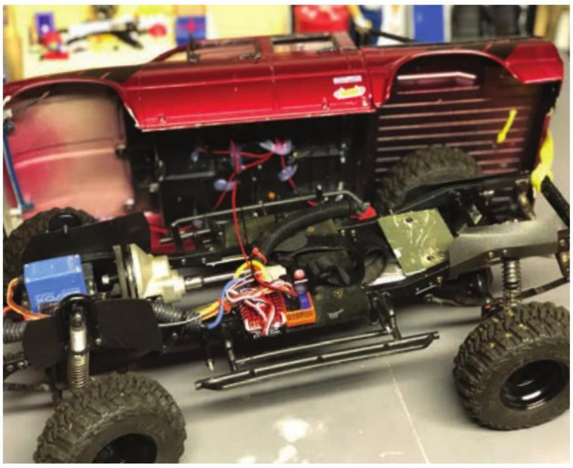
BASED ON AXIAL SCX10 II BUILD HIGHLIGHTS

- Chassis: Axial SCX10 II
- Body: Killerbody Toyota LC70 hardbody
- Wheels and tires: GMade SR02 1.9 wheels with MST KM 90x30 mm tires
- Motor: RC4WD 65T brushed
- Speed control: Hobbywing QuicRun 1080 ESC
- RC4WD Scale Equipment:
  - Trifecta Front and Rear Bumper, Sliders and Side Bars
  - Bed Soft Top w/Cage
  - Fender Flares
  - Steering guard
  - Malice Mini Roof Rack w/Lights
  - Metal Exhaust
  - Warn Winch

MAJESTIC MOJAVE

PEDAR STALEY « CHESAPEAKE, VA

Pedar started with a long-wheelbase RC4WD TF2 chassis and topped it with Mojave 4-door hardbody, which he painted with a base coat of chrome then covered with Toyota red. The interior has been painted as well, and he included a driver, a CB radio, seatbelts, a bed roll and even a case of beer! The bed needed to be shortened to fit with the 4-door cab and he sprayed it with bed liner. He also tossed a few more scale accessories in the bed and added a single loop roll bar. Wheels are RC4WD deep dish wagon wheels wrapped with a set of RC4WD Good Year Wrangler MTR's. The motor is a 35-turn brushed motor running through a single-speed transmission. Savox supplied the steering servo and nd the axles have a reverse shackle kit.



BASED ON A RC4WD TRAIL FINDER 2
BUILD HIGHLIGHTS

- Chassis: RC4WD Trail Finder 2
- Body: RC4WD Mojave 4-door pickup
- Motor: RC4WD 35-turn brushed
- Speed Control Hobbywing QuicRun 1080 ESC
- Battery: Trinity Lipo
- Wheels and Tires: RC4WD 1.9Deep dish wagon wheels with Goodyear Wrangler MTR tires
- Shocks: Traxxas TRX4 95mm
- Axles: TF2
- Paint: Duplicolor Toyota Red
- Radio System: Spectrum DX4
- Scale Accessories:
  - Roll bar
  - Hubs
  - Brake rotors
  - Bed roll
  - Seat belts
  - CB radio

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Ride: Axial SCX10II

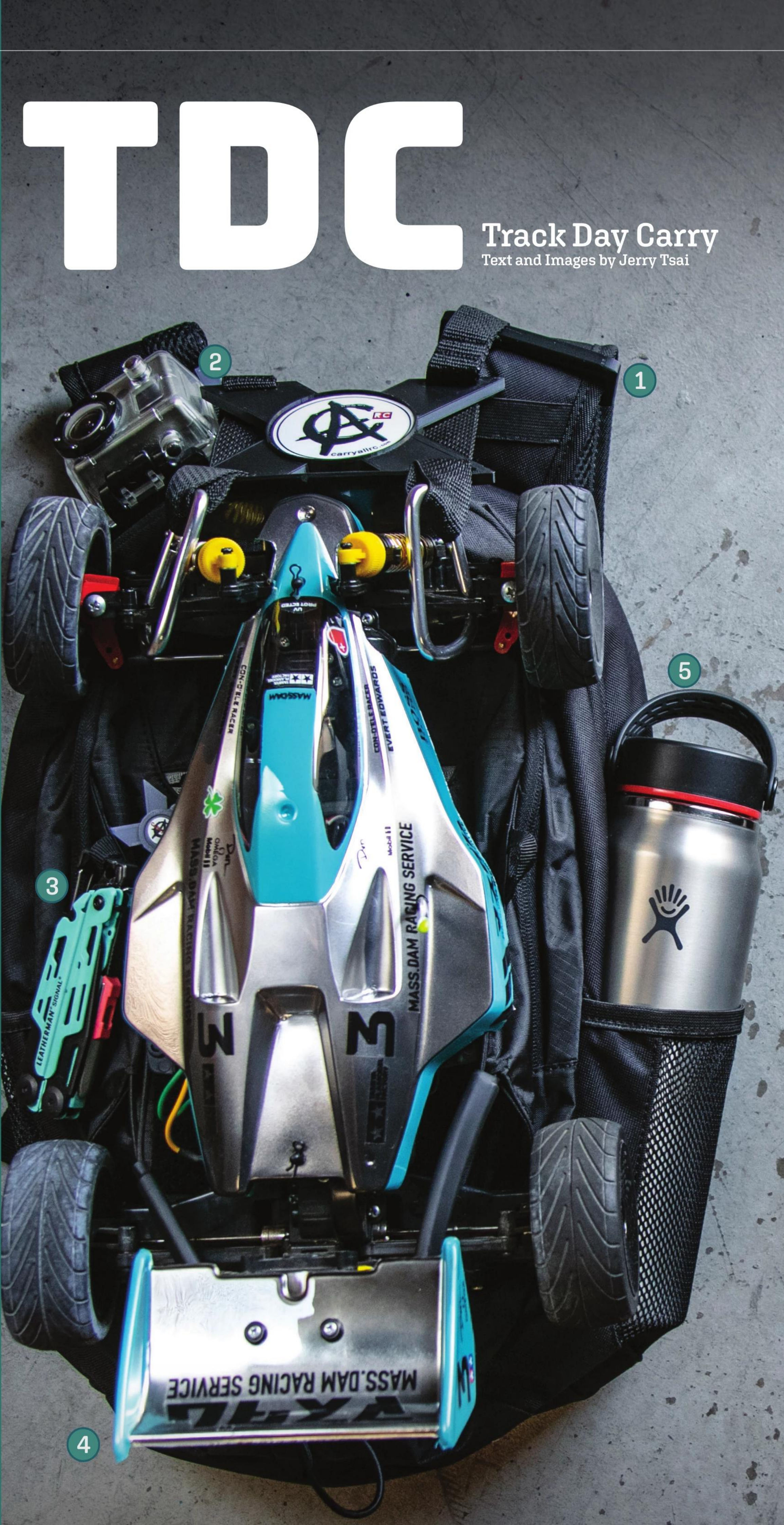
Owner: Kaion Bell
Ride: Red Devil

Get featured in the pages of RC Car Action! Submit your ride at:

TDC

Track Day Carry

Text and Images by Jerry Tsai



1. CarryAll RC
   Xtra-1 Base Model
   MSRP: $75
   carryallrc.com

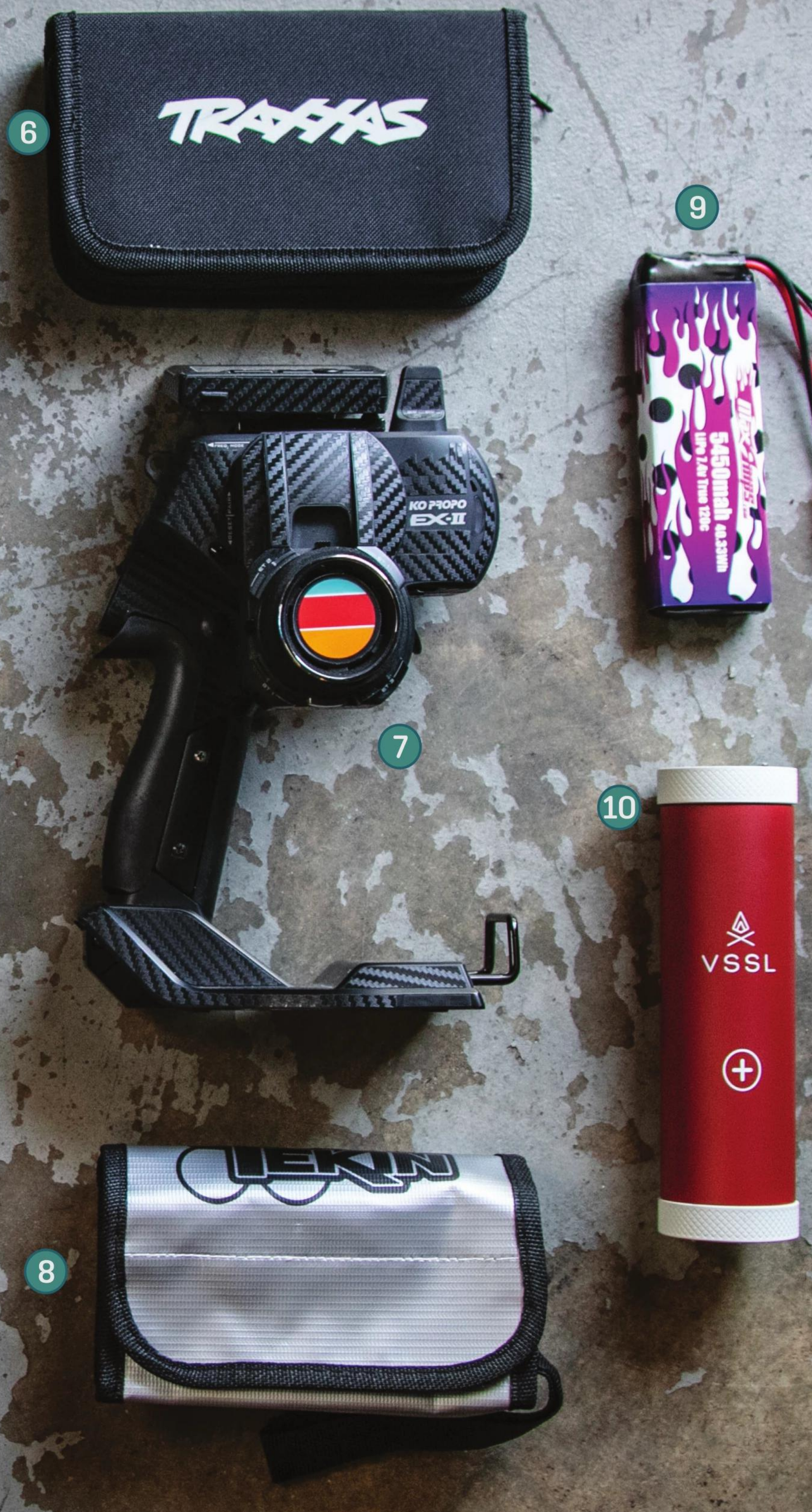
2. GoPro
   Hero (Original)
   MSRP: $300 (Hero8 Black)
   gopro.com

3. Leatherman
   Signal
   MSRP: $120
   leatherman.com

4. Tamiya
   Custom Manta Ray 2018 (w/ Vanquish body)
   MSRP: Discontinued
   tamiyausa.com

5. Hydro Flask
   40 oz. Wide Mouth
   MSRP: $50
   hydroflask.com

The old adage “less is more” rings true when you realize that don’t need to bring your entire workbench out to have a fun day out RC-ing. Huffing tools and gear that you ultimately don’t use can be an exercise in futility and a waste of energy. Why not lighten your load and carry only what you need? For this TDC, we shed the extras and roll with just the essentials.



6. Traxxas
Tool Kit #3415
MSRP: $30
traxxas.com

7. KO Propo
EX-2 2.4GHz FHSS Radio System
MSRP: $268
kopropo.com

8. Tekin
LiPo Safe
MSRP: $15
store.teamtekin.com

9. MaxAmps
RC LiPo 5450 2S 7.4v RC Battery Pack
MSRP: $110
maxamps.com

10. VSSL
First Aid Mini
MSRP: $70
vsslgear.com

PURPOSE DRIVEN

CarryAll RC

Xtra-1 Base Model
MSRP: $75
carryallrc.com

Features:
This is a 29L capacity trail ready pack that has been retrofitted with safety and comfort in mind for the RC enthusiast. Its X-shaped "X-TRA" rig apparatus is what makes it so special. It allows the user to not only carry enough gear for a nice day out, but also to cinch a vehicle directly to the pack for hands free carry.

What the user says:
"This medium-sized backpack allows me to hike handsfree while carrying everything I need for both myself and my RC. I like the side pockets that allow my easy access to water bottles."

Leatherman

Signal
MSRP: $120
leatherman.com

Features:
Designed for active lifestyles, this multi-tool packs pliers, a firestarter, hammer, one-handed blade and an emergency whistle. Containing nine useful tools, the Signal is a great addition to your RC travel kit.

What the user says:
"I've always had great results with Leatherman multi-tools. Leatherman is the company that created the multi-tool genre after all. The Signal is compact and contains tools that I find useful on the trail and at my workbench."

Traxxas

Tool Kit
Model#3415
MSRP: $30
traxxas.com

Features:
The Traxxas Tool Kit includes virtually every tool required to maintain Traxxas and other RC vehicles and stores them in a handy carrying case. The kit includes a comfortable ratcheting handle, 11 bits including nut drivers, hex drivers, standard and Phillips head screwdrivers and a wrench.

What the user says:
"It's all about big capability in a small package. This tool kit allows me to do everything I need in the field but still keep a small footprint in my pack."real tools often small handles can difficult to use, the handle has a great feeling and doesn't slip."

A Closer Look at Selected TDC Items

Tekin

VLiPo Safe
MSRP: $15
store.teamtekin.com

Features:
Constructed from flame resistant fiberglass, the Tekin LiPo Safe is a compact accessory and important safety device to keep in your RC travel bag.

What the user says:
"I like using this pocket sized LiPo bag when I'm going with a lightweight set up. It fits a couple of battery packs without taking up much space."

MaxAmps.com
5450mah 40.33Wh
LiPo 7.4v True 120c

MaxAmps

RC LiPo 5450 2S 7.4v RC Battery Pack
MSRP: $110
maxamps.com

Features:
MaxAmps RC batteries are designed to fit your particular RC vehicle and are made to fit specific battery trays. Find the perfect fit and power supply requirements for your RC vehicle on the MaxAmps website.

What the user says:
"MaxAmps batteries have always done right by me. They provide my vehicles consistent power, long run times and bursts of power when I demand it."

VSSL

First Aid Mini
MSRP: $70
vsslgear.com

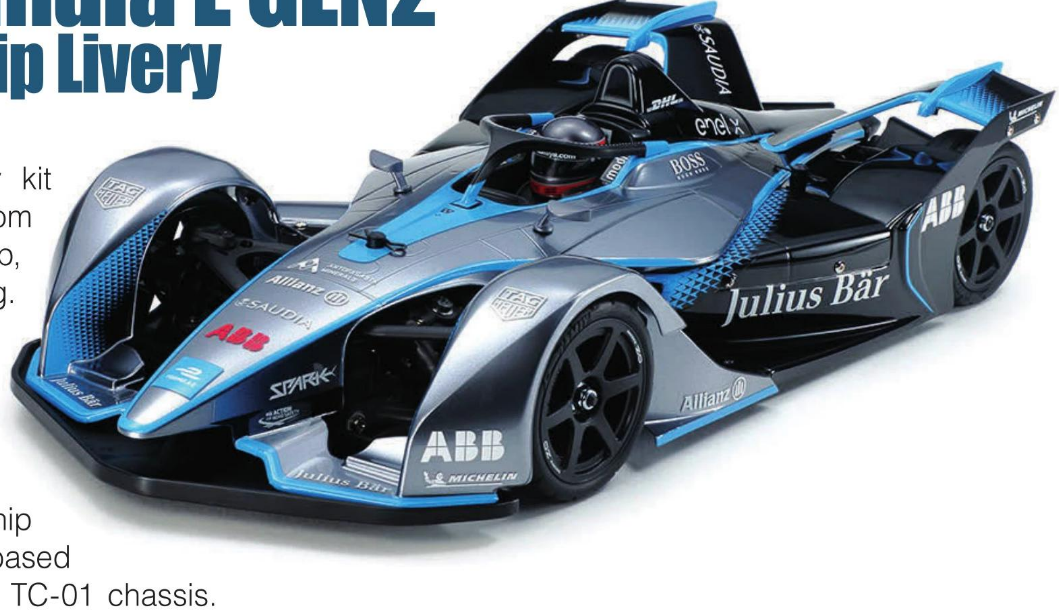
Features:
VSSL's First Aid Mini has only the most essential, expert-curated supplies, and it's smartly organized in the most compact design possible. Why carry more supplies than you truly need? All of its 40+ items are easily accessible simply by unscrewing the end caps to its can shaped body.

What the user says:
"You never know when an accident will happen. That's why they're called accidents. I'm prepared for a scrape or cut with this compact, can shaped first aid kit."

VSSL
FIRST AID
TOOLS
FIRST AID
CLEAN CUT & COVER
TRAIL MARKING
REPAIR + FIRST AID TAPE

1/10 R/C Formula E GEN2
Car Championship Livery

Item No: 58681



This is an R/C model assembly kit depicting the GEN2 car used from 2018 in the Formula E championship, the pinnacle of electric car racing. The sleek, high-tech body with cowled wheels is recreated in polycarbonate. Halo, mirrors and rear diffuser/bumper are separately molded components. Markings are included to recreate the Championship Livery car, and the model is based upon the shaft-driven 4WD of the TC-01 chassis.

Viewed from the rear, highlights include the prominent diffuser. The realistic polycarbonate body is composed of eight parts.

A separately molded plastic depiction of the halo adds realism to the cockpit. Side mirrors are likewise separate parts.

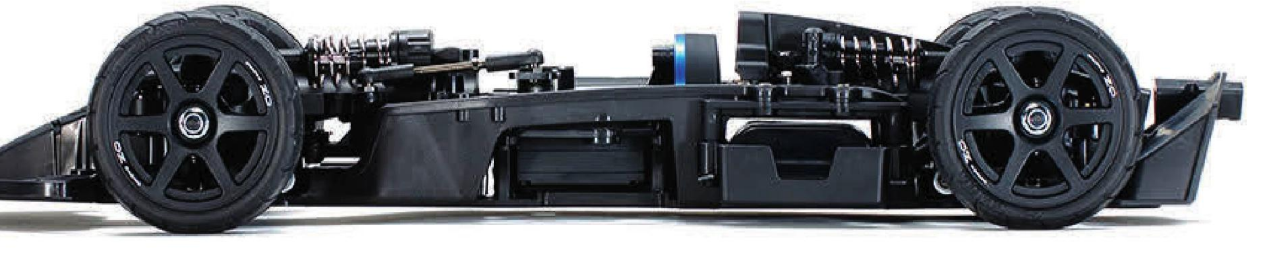
Stickers are included to recreate the light blue markings of the Championship Car, with the user painting black and silver areas

Front wheels are covered by fenders in a really striking design. Areas between fender and nose can be left uncut and clear if desired.

Take a closer look at the separated rear wing, which is supported by individual stays, and adds to the futuristic look.

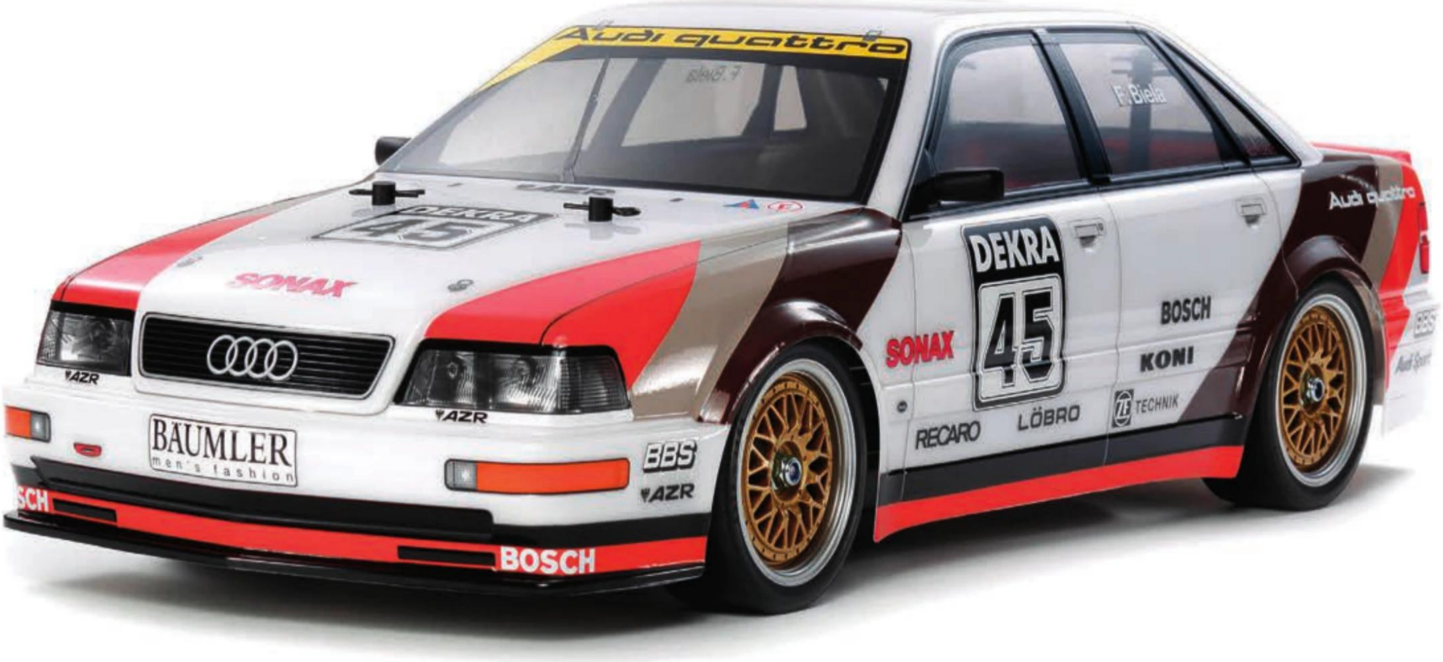
TC-01: SERIOUSLY LOW-PROFILE

This durable composite monocoque-frame chassis provides shaft driven 4WD from a central motor via front and rear propeller shafts, with oil filled gear differentials. 4-wheel independent double wishbone suspension employs long arms, plus inboard setups front and rear with oil dampers actuated by push rods and rocker arms to allow the use of low-profile bodies. Adjust spacer width to easily alter camber, skid and toe angle settings. Both suspension arms and uprights are identical left, right, front and rear, for more efficient pit work.



1991 Audi V8 Touring

1/10 R/C model assembly kit. Item No: 58682



This Tamiya R/C kit recreates the classic Audi DTM racing car as raced during the DTM 1991 season. The Audi V8 touring car had a 456hp 3.6-liter V8 which graced the DTM (Deutsche Tourenwagen Masters) racing series in Germany. In that season, it took four victories overall and carried Frank Biela to the drivers' title. The Tamiya re-creation captures the body in an all-new polycarbonate body with its classic livery from the 1990's in every detail!

ADAPTABLE TT-02 CHASSIS OFFERS BALANCED SHAFT DRIVEN 4WD

The shaft driven 4WD TT-02 chassis employs a longitudinal layout with the battery on the left and the motor on the right, to offer excellent stability. In addition, it features identical left and right suspension arms and uprights for ease of assembly, plus easy-to-maintain gearboxes. It is a highly adaptable chassis, as it offers 2 different wheelbases, 2 ground clearance settings and 2 tread set-ups in addition to a range of 10 possible gear ratios. It is not short on looks either, with brake disc-shaped wheel hubs and stylish front bumper supports.

1991 Audi V8
Touring
1/10 SCALE R/C 4WD HIGH PERFORMANCE RACING CAR
1/10 電動RC 4WDレーシングカー 1991 アウディ V8 ツーリング（TT-02シャーシ）
ON-ROAD USE ONLY

TAMIYA

TAMIYAUSA TAMIYAUSA TAMIYAUSA OFFICIAL TAMIYAUSA TAMIYAUSA

PIT TIPS

Share the wealth, submit your Pit Tips: pittips@airage.com

Foam Terrain

Challenge your crawler without leaving your living room or driveway. Creating an inexpensive, lightweight, easy to transport patch of off road terrain is as easy as using a spray can. We used a few cans of insulation foam and a sheet of cardboard to create this foam off road simulation. All we did was spray the insulation foam onto a sheet of cardboard and let it dry. The foam expands as it dries so we built up a few layers to achieve "rocky" obstacles for our RC crawlers to climb over. Apply foam to several sheets of cardboard to build a modular terrain park you can configure differently every time you drive. For a more realistic look, the foam can be painted over to create any off road look you desire.

Bonus Tip

Insulation foam can also be used to reinforce the inside of polycarb RC bodies. Carefully apply it to critical areas such as front and rear bumpers that can use some extra reinforcement.

GREAT STUFF
BIG GAP FILLER
UP TO 3"

Great Stuff Big Gap Filler

Insulation foam comes in many varieties and is available at your local hardware store. We used Great Stuff Big Gap Filler because we wanted the foam to expand as much as possible. The more the foam expands, the more exaggerated the terrain will be.

greatstuff.dupont.com

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Trail Ready to Run™

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HOBBYWING®

REEFS DIGITAL SERVO

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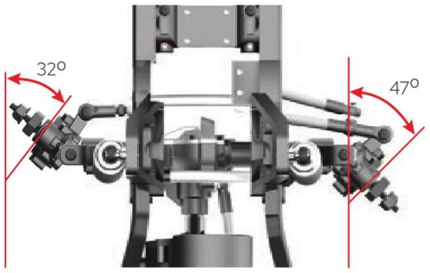
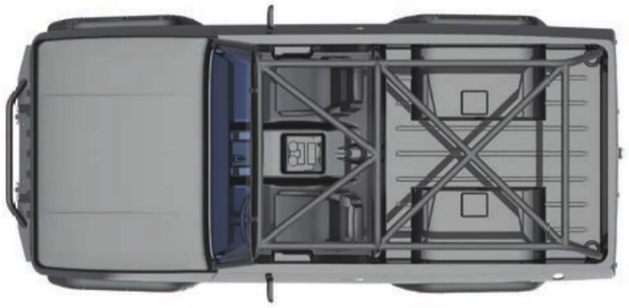
Scout II
AXE
EDITION

PRECISION STEERING



The Redcat International® Scout II Gen8 AXE Edition is the world's first Ready to Run (RTR) scale crawler with a brushless motor & ESC. Includes a HobbyWing XERUN sensored AXE system including a brushless motor and ESC, Reefs RC 422HD V2 metal gear waterproof servo, and Flysky GT5 6 channel radio.

PORTAL AXLES



www.REDCATRACING.com/GEN8AXERCA

SPECIAL PROJECT:

LAND

CAMEL TROPHY
DEFENDER

DEFENDER
IPF
IPF
WARN
ARB

TROPHY

A CUSTOMIZED TRAXXAS TRX-4 DEFENDER

Text by Images by Jerry Tsai

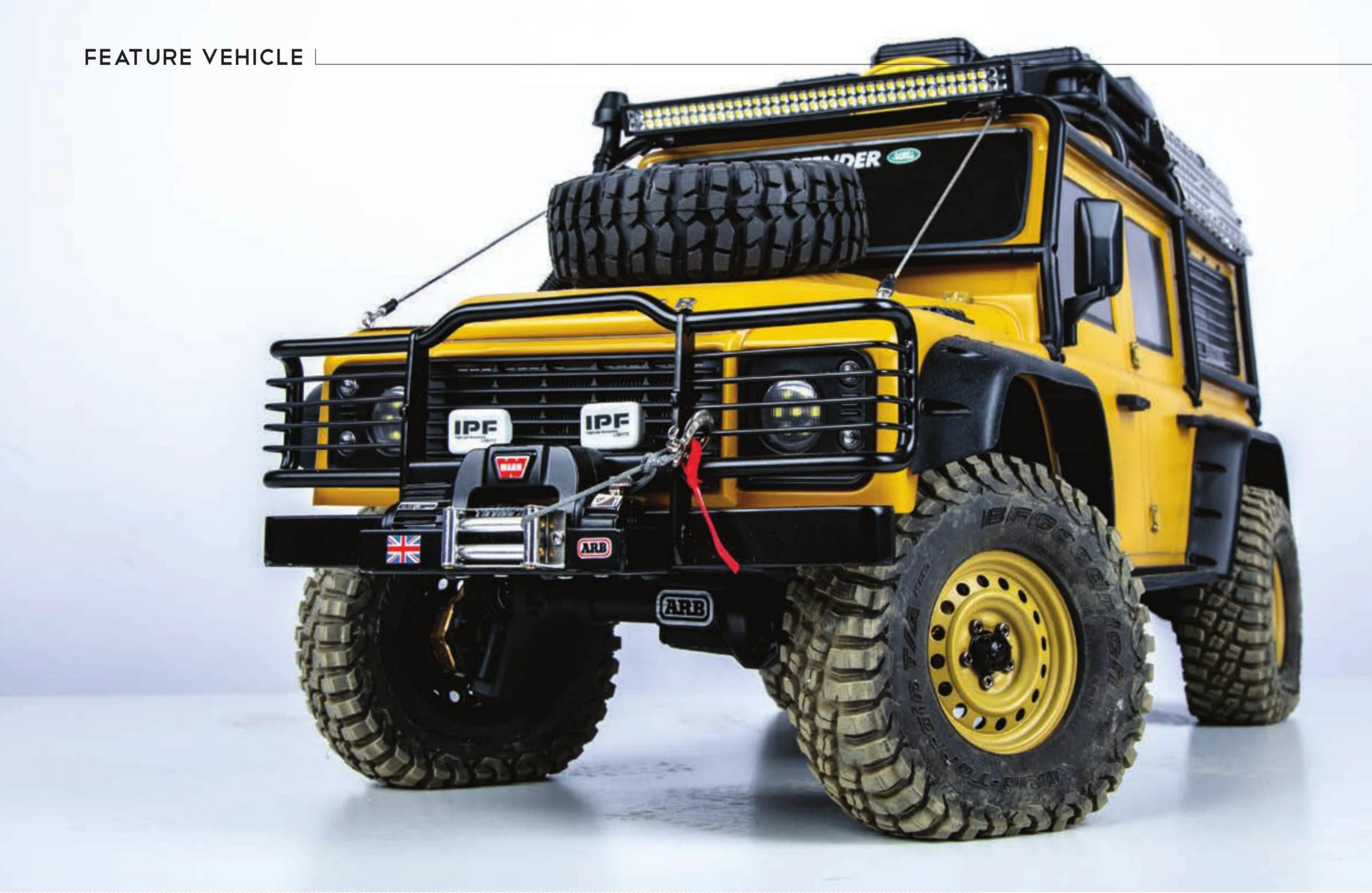
Just over a decade ago, I don't fully recall why exactly, I got it into my head that I wanted to buy a Jeep XJ Cherokee and build it for off road excursions. Considering that up until then, my automotive focus was mainly on slammed cars and not lifted trucks – and the fact I've never been on an off road trail, this was an unusual urge indeed. Nonetheless, I began to hit up Craigslist listings for some XJ goodness.

After obsessing over the boxy SUV for over a week, I proceeded over to the web to do some research on used XJs and inadvertently landed on a video that has captivated me ever since. This grainy video, accompanied by cheesy amped up 90s dance music, introduced me to an off road competition called Camel Trophy. Taking place annually over a span of twenty years from 1980 to 2000, Camel Trophy was an off road vehicle-based competition that was held all over the world and always over challenging terrain.

The video displayed a large group of yellow hued Land Rovers taking on some of the most inhospitable lands that the planet has to offer. Camel Trophy featured multiple teams of two, driving their off road rigs through places such as The Amazon, Siberia, Mongolia, Tierra del Fuego and Borneo. The challenge was to make it to the goal while performing certain skills tasks along the way. Teamwork between your partner as well as your competition was of paramount importance and vehicle capability and toughness had a big part to play as well.

While taking in the excitement of Camel Trophy videos, a certain vehicle caught my attention. It was the venerable Land Rover Defender 110. Looking just as boxy as the XJ but even tougher, the Land Rover Defender has come to signify the resilience that it takes to adventure to and back from the most treacherous terrain on the planet. It didn't take long for me to look up used Defenders online and realize that they were way out of my price range.

What I did discover was Land Rover's Discovery II. It's smaller than the Defender but still retained the boxy look that I liked as well as inherent Land Rover and Camel Trophy DNA – and it was much more affordable too. I decided that's the direction my off road exploits would go and after a lengthy search, I picked one up and haven't looked back since. The Defender is still a dream of mine, but I've had my Discovery II for over ten years now and it has taken me on plenty of off road adventures of my own.



THE BUILD

UNDER THE HOOD

A few years ago, I discovered the Traxxas TRX-4 Defender while I was working for an overland and off road adventure magazine. I was enthralled by the RC crawler's technology, capability, and turnkey ready-to-run (RTR) attributes. Its licensed Defender body really looked the part too. Perhaps that was just the thing I needed to scratch my Defender itch. I quickly ordered one up from Traxxas' website and impatiently waited for it to arrive.

While I waited, I discovered many impressive RC replicas of Camel Trophy Defenders online and on Instagram. In many cases it was even difficult to tell if I was looking at an RC or the real truck. Those builds are amazingly scale and I wanted in on the action.

As I dove into what I needed to make my TRX-4 look as scale as the RC Defenders I saw online, I realized that just in body parts alone, the build would cost much more than the entire TRX-4 ready to run kit itself. That's a tough pill to swallow. Instead, I backed down from that idea and ordered a second set of body parts from Traxxas with the intention of simply painting it a Camel Trophy-esque yellow instead. My TRX-4 Defender came with a dark silver body and this was before Traxxas briefly offered a special yellow color version of the kit.

I had the Defender out of its box and running as soon as it was delivered. Out of the box, it was great fun. This was my first RC crawler so I was excited to run over anything that I could find. Stacks of books, tree limbs, rolled up towels, even other RC cars. I learned that it is very

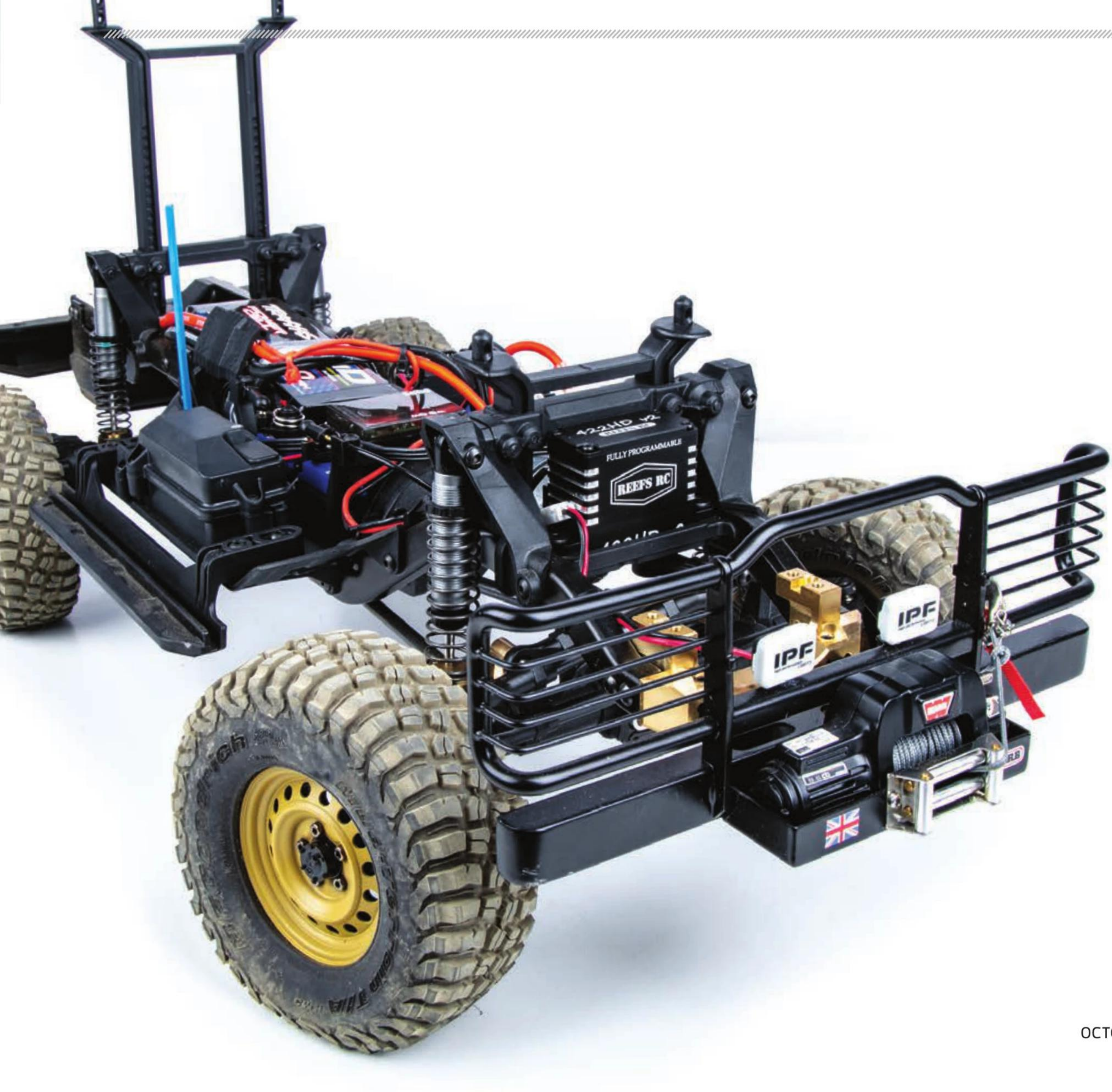
capable in its stock form but like all RTRs, it had room to be improved upon.

HOPPED UP

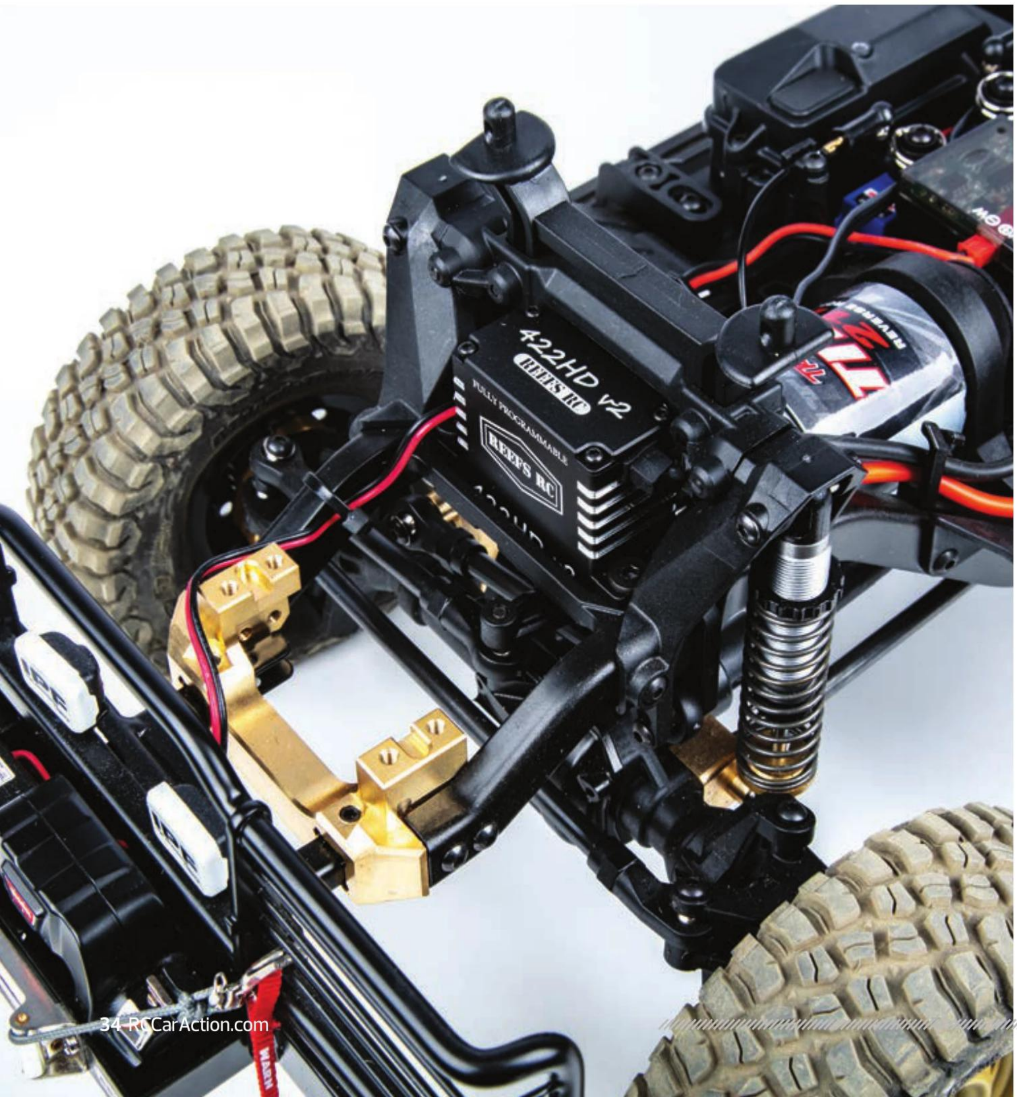
One thing you learn early on in upgrading your RC crawler is that weight distribution is key. Shifting or even adding weight as low as possible on your crawler will give it more stability over uneven terrain. This can be done several ways, but the most common method is to add weight by replacing plastic parts found on the lower parts of your truck to heavier brass pieces. I focused on adding unsprung weight whenever possible and replaced the stock plastic parts with items such as brass portal covers and RC4WD's ARB branded aluminum diff covers. I have ARB parts on my real Land Rover so it was fun to stay brand-loyal on my RC too.

I also swapped out some of the plastic suspension pieces for brass ones as well. Brass shock mounts and spring retainers don't seem like they add much weight, but it all adds up. What made a big weight difference was the addition of a brass front bumper mount. The one I got from Hobby Park also doubles as a servo mount that allows you to relocate your servo more forward on the chassis, as shifting the weight forward on a crawler has performance benefits.

A prudent upgrade to any RTR is the servo. I went with a Reefs RC



422HD v2 servo for its power, smoothness and programmable capability. It has a tough aluminum housing, is equipped with smooth ball bearings, and durable steel gears. The servo makes guiding the truck through rocky terrain effortless for sure. I liked that the servo is much heavier than the factory unit too. I would have mounted it to the aforementioned brass front bumper to shift the weight forward on the chassis but unfortunately the cable that it comes with was about an inch too short.

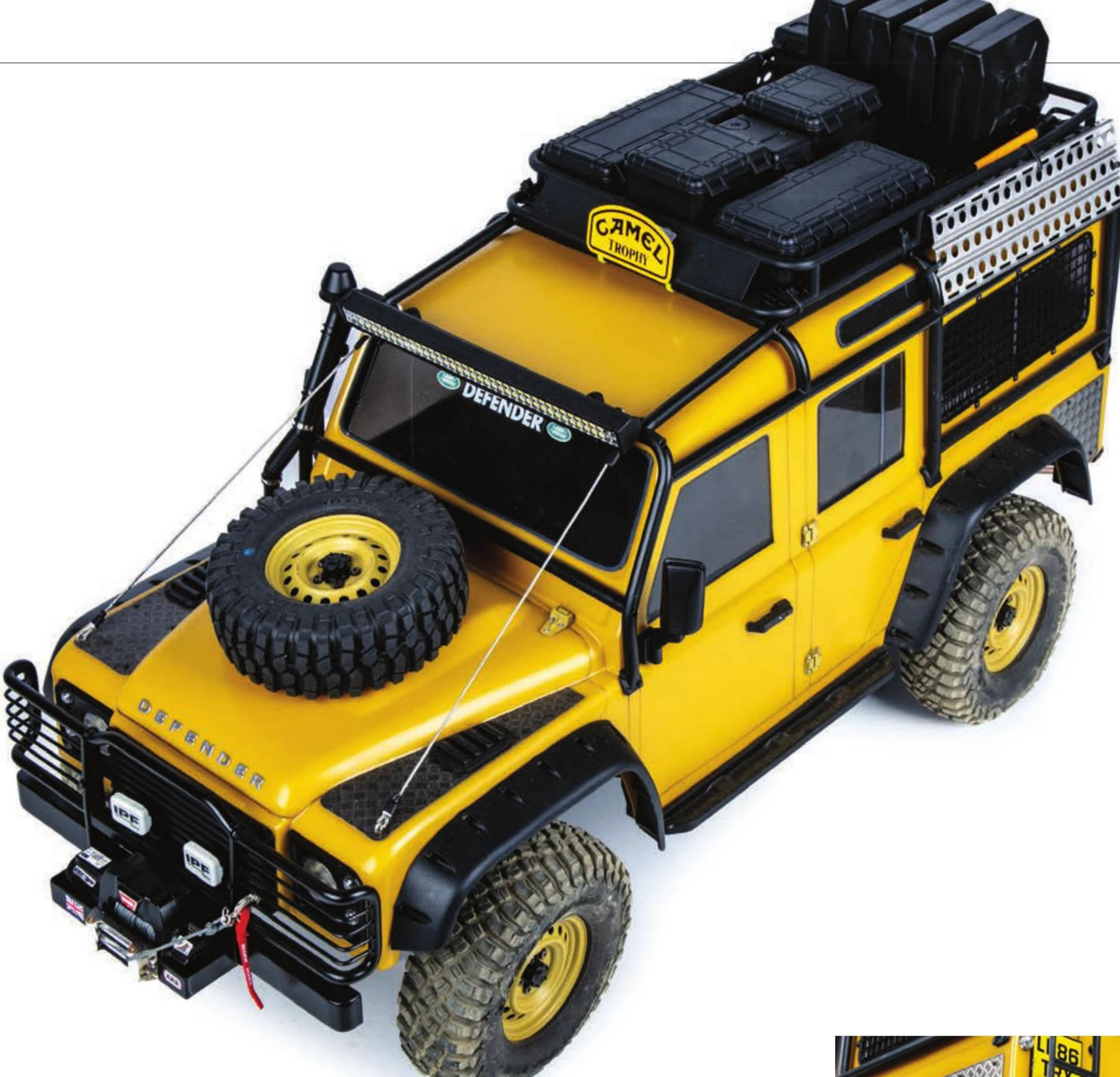


Another thing you can do to lessen the top heaviness on your rig is to use a smaller, lighter weight battery or even shift the position of the battery so that it sits lower. This helps reduce the top-heavy tendencies of tall vehicles. I discovered a battery tray by BowHouse RC. This low center of gravity battery tray holds the battery lower in the chassis, which markedly helps the overall balance of the truck. I used a Boom Racing battery strap to help secure the Traxxas 2-cell 5,000 mAH LiPo battery. The lightweight battery provides plenty of power for long all-day driving on long trails.

THE BODY

I replaced the silver/grey body that came with my TRX-4 in favor of a clear one that I painted to mimic the look of the Camel Trophy Defenders that I so admired. Veering away from building a complete scale-replica, I wanted to have the overall look without worrying about every little nuance and detail of it. Think of this rig as a tribute to Camel Trophy and not a pure replica build. Sure, the body isn't totally scale, but basing my build on a Traxxas Defender body also saved me plenty of money too.

> "A PRUDENT UPGRADE TO ANY RTR IS THE SERVO."



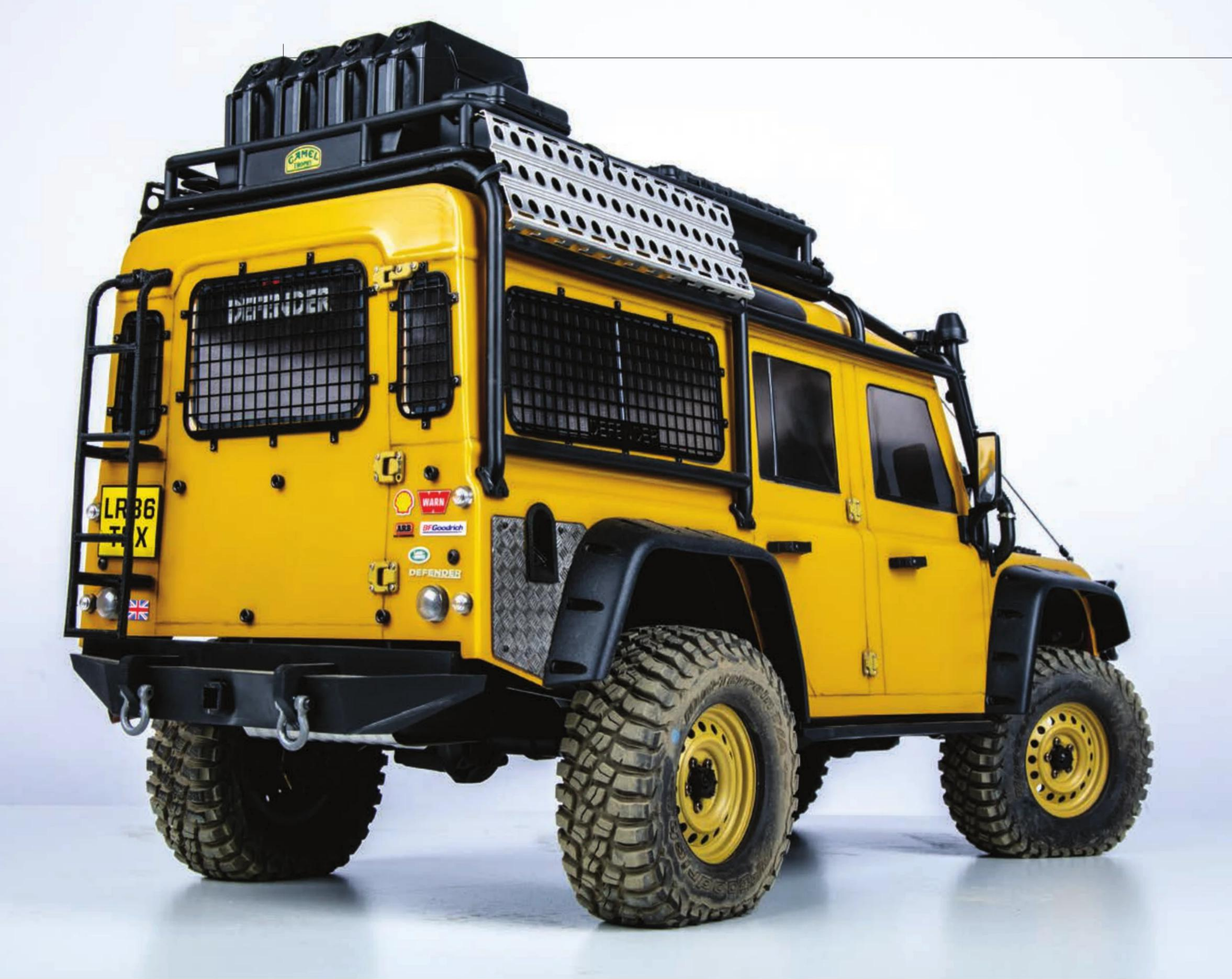
I debated painting the clear body in either Tamiya's Camel Yellow or Mustard Yellow PS paint. It was a hard call. Referencing pictures online of real Camel Trophy Defenders, the shade of Land Rover's Camel Trophy special "Sandglow" paint could look like either, depending on how old and dirty the truck is and what kind of light it was photographed under. I ultimately went with the darker, more subdued Mustard Yellow since I liked the used look more than the off the factory floor look of the trucks. I also sprayed the outside of the body with a couple of layers of Tamiya's PS Flat Clear to rid it of showroom floor gloss too.

Traxxas offers a really cool LED light kit that I was happy to install onto the body. The LEDs bring functionality to the front and rear lights and adds an LED light bar to the roof too. The kit also adds rock lights that appear in the fender wells of the truck. I can't stress how great looks like when driving your RC around.

SCALE DETAILS

Looking at the otherwise stock looking yellow-bodied truck, I realized that it needed some scale details to really get it to look right. The first thing I replaced were the oversized factory wheels and tires with a set of steel wheels by Boom Racing and Pro-Line Class 1 BFGoodrich Mud-Terrain T/A KM3 tires. The overall diameter of the smaller, more scale looking Class 1 tires measure about 4.19-inches while the stock Traxxas tires were a beefier 4.64-inches. The smaller wheel and tire package really look great and Pro-Line's G8 compound and foam inserts are much more pliable and allow the tires to sit just right for the perfect look. I painted the steel wheels with Tamiya's Mustard Yellow TS paint to fit the Camel Trophy theme.

The front bumper adds so much to the aesthetic of real and RC trucks so it was important to get one with the right look. I

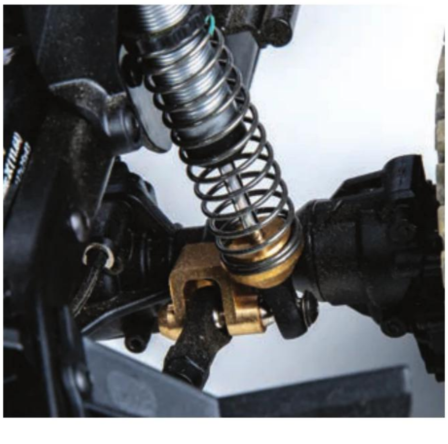


opted for RC4WD's appropriately named Camel Bumper with Winch Mount and IPF Lights. The all steel bumper looks and feels tough and adds even more weight to the front of the rig. I was excited to find that RC4WD also offers WARN winches in 1/10-scale. Since that's what I have on my real truck, I definitely wanted one for my RC rig as well. I was blown away to learn that the RC4WD winch not only is operable, but it can be controlled via a wireless remote too.

The stock Defender comes with a rear mounted spare, which you do see on some Defenders. More common however, is the spare tire being mounted to the hood of the truck. I decided that a hood mounted spare would be a must for my TRX-4. One problem I encountered with this plan was the rather bulbous bump that protrudes from the hood. This protrusion would push any spare I mounted to it much too high. Luckily for me, as I tried to figure out a way to deal with it, Pro-Line released a Class 0 BFGoodrich Krawler T/A KX tire with a small 3.85-inch diameter and 1.31-inch width. Mounted to a matching Boom Racing steel wheel, it was just the combination I was looking for. The wheel is mounted to a permanently attached wheel spacer that sits on the hood.

I then tacked on CCHand aluminum diamond plates to the front and rear fenders and added small details such as Club 5 door handles, door hinges, and even a more accurate looking snorkel. The steel wires you see that lead from the front fenders to the roof rack are called limb risers. On the real truck, they're used to deflect tree limbs from cracking the windshield in heavily forested areas. I found a couple of sets made for RC, but wasn't happy with the way they are meant to be installed. I ended up combining the two sets I had in order to match the look of how they are mounted on my real truck.

You may notice a driver behind the



wheel. That's a Tamiya figure, painted black, mounted to a sheet of plastic that is taped inside the body. I like the realism of having a driver in the truck but didn't want to get bogged down with detailed painting. The tinted windows display just a subtle hint of a driver, which was the look I wanted.

The roof rack features plenty of Pelican-looking hard cases made by Xtra Speed. The Jerry cans mounted towards the rear of the roof rack are made by Killerbody. Other scale details added include a Club 5 rear mounted ladder and RC4WD's fuel tank and exhaust. The steel exhaust tip came too clean for this build so I used a butane torch to change its color to more of a burnt bronze. With the Defender looking right, I took it out for a run.

HITTING THE TRAIL

There's no doubt that the Defender carries unwanted weight up high, but the look of a loaded up roof rack and hood mounted spare tire are irresistible. That said, all the added brass and aluminum parts and relocated battery really help keep the rig surefooted on the trail and rocks. Its capabilities are respectable, but not competition worthy. I noticed that the Pro-Line tires really make a big difference. Thanks to them, the truck felt confident and looked even better traversing the trails. Future improvements will come in the form of power; perhaps a brushless system will allow the truck climb a greater array of areas.

> "TRAXXAS OFFERS A REALLY COOL LED LIGHT KIT THAT I WAS HAPPY TO INSTALL ONTO THE BODY"

LAND TROPHY DEFENDER 110 CUSTOMIZED TRAXXAS TRX-4 DEFENDER

Base Kit: Traxxas TRX-4 Defender
MSRP: $470 (stock)
Model # 82056-4
URL: traxxas.com
Type: RTR
Chassis Type: Steel Ladder Frame with Nylon Composite Crossmembers
Length: 23.07 in. (586mm)
Width: 9.78 in. (249mm)
Height: 11.48 in. (292mm)
Wheelbase: 12.75 in. (324mm)

UPGRADE PARTS

- BowHouse RC TRX-4 Low-CG Battery Tray
- RC4WD ARB Diff Cover for Traxxas TRX-4
- Yeah Racing 12mm Brass Hex Adapter w/8mm Offset
- Yeah Racing Brass Spring Retainer
- Hobby Park Heavy Duty Brass Front Bumper w/ Servo Mount
- Benedict Harry Heavy Duty Brass Steering Knuckle Portal Cover
- Benedict Harry Heavy Duty Brass Front Rear Axle Lower Shock Mount
- Boom Racing Battery Straps
- Boom Racing 1.9" Narrow 16-Hole Classic Steelie Reversible Beadlock Wheels
- Pro-Line Racing Class 1 BFGoodrich Mud-Terrain T/A KM3 1.9" Tires
- Pro-Line Racing Class 0 BFGoodrich Krawler T/A KX Tire (hood mounted)

ELECTRONICS

- Reefs RC 422HD v2 Servo
- Traxxas TRX-4 LED Light Kit
- Traxxas 5000mAh 2S 7.4V LiPo Battery

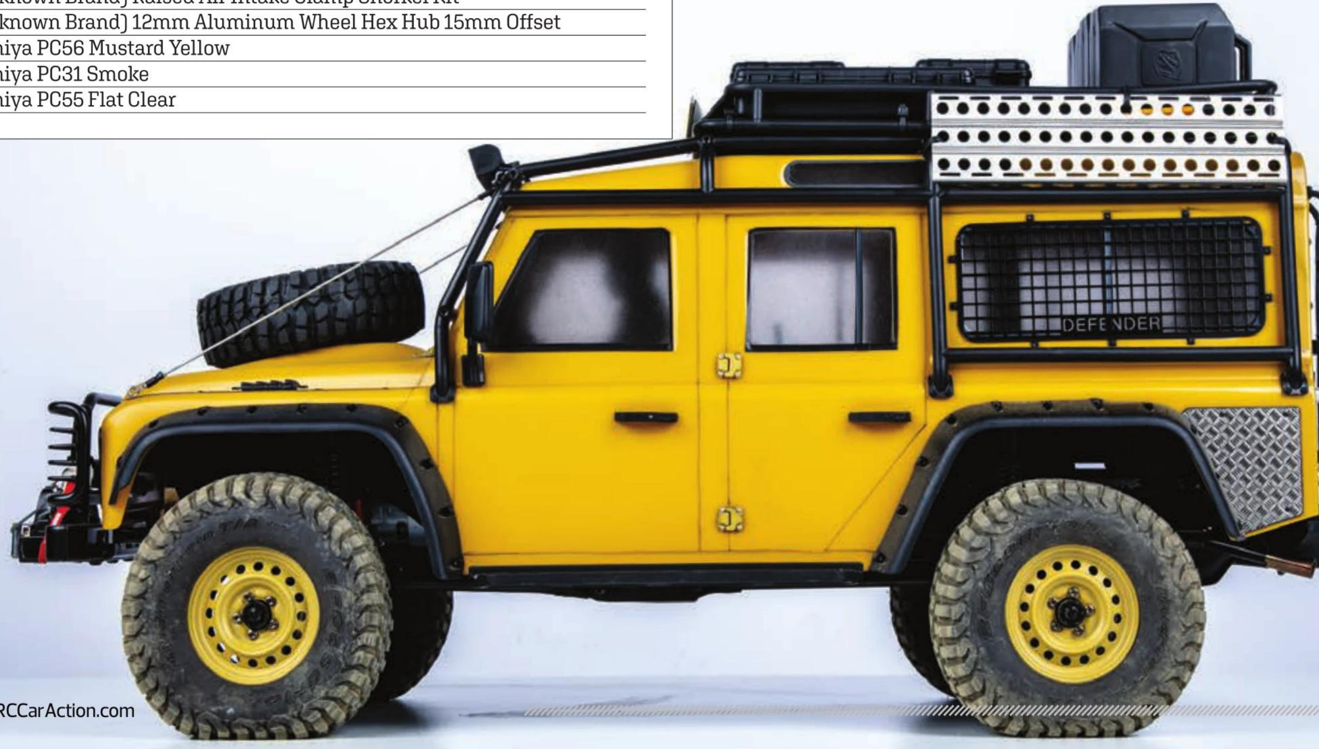
BODY

- RC4WD Camel Bumper W/ Winch Mount and IPF Lights
- RC4WD 1/10 Mini WARN 9.5cti Winch
- RC4WD/CCHand Fender Diamond Plates Silver For Traxxas TRX-4
- RC4WD Fuel Tank w/ Exhaust for Traxxas TRX-4 Land Rover Defender D110
- Tamiya Driver Figure 4x4 Vehicle (TAM54416)
- GRC Aluminum Radiator Grill
- Club 5 Racing Door Handles 3D Printed
- Club 5 Racing Limb Riser for Scale Crawler Body
- Club 5 Racing Complete Set of Doors / Bonnet Hinges
- Club 5 Rear Long Ladder
- Club 5 Fuel Cap for TRX-4 Defender
- Xtra Speed 1/10 RC Rock Crawler Accessory Limb Riser Cable
- Xtra Speed Scale Plastic Equipment Case
- Yeah Racing 1/10 RC Rock Crawler Accessory Trower
- Killerbody Jerry Cans
- (Unknown Brand) Stainless Steel Sand Ladder Board
- (Unknown Brand) Raised Air Intake Clamp Snorkel Kit
- (Unknown Brand) 12mm Aluminum Wheel Hex Hub 15mm Offset
- Tamiya PC56 Mustard Yellow
- Tamiya PC31 Smoke
- Tamiya PC55 Flat Clear

> "THE LOOK OF A LOADED UP ROOF RACK AND HOOD MOUNTED SPARE TIRE IS IRRESISTIBLE."

FINAL WORD

This was undoubtedly a fun build to build and is an even more fun rig to drive. I'm looking forward to taking it out on more adventures and running some of the 1:1 trails I drive in my real Land Rover. Endowed with its capable and reliable Traxxas TRX-4 underpinnings, this Defender 110 can probably conquer similar (albeit scaled-down) Camel Trophy challenges too. Thanks to this build, I can say that I finally have my Camel Trophy Defender, only that it's 1/10-scale.



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> PIT & HAULER BAG BUYER'S GUIDE
> DYNAMITE PASSPORT ULTRA 2 CHARGER TESTED
RADIO CONTROL car action
TROPHY TOUGH
SPECIAL PROJECT BUILD:
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> TAMIYA COMICAL FROG WR-02CB
> AXIAL CAPRA 1.9 UNLIMITED TRAIL BUGGY
> CUSTOM TEAM ASSOCIATED RC10B6.2D RACER
> FUTABA 3PV RADIO REVIEWED
BLOCKHEAD MOTORS
MASS DAMPER
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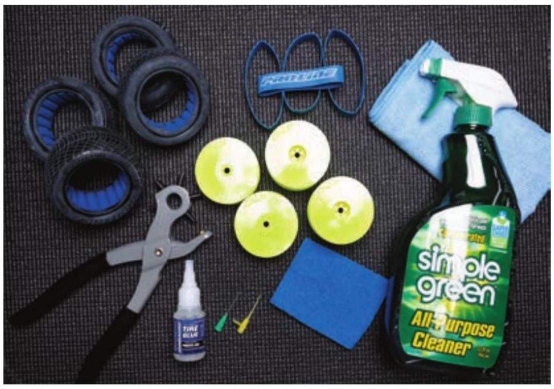
STICKY BUSINESS

Prepping And Gluing Tires

Text and Images by Lauren Short

Tires are one of the most crucial parts of an RC car, because when it all comes down to it, they're the one thing connecting your RC car to the road. Over the years tire and wheel designs have evolved, but gluing tires to wheels remains a constant. Gluing tires is by far one of the best baseline skills you can learn in the RC hobby. Sure, there are pre-mount options out there, and certainly we know about beadlocks, but when it comes to a lot of RC truck, buggy, and even on-road touring car tires, gluing the tires to the wheels is still very much a DIY kind of thing.

In this article, I'm going to walk you through the basics of prep, mounting, and gluing of some 4WD off-road buggy tires. Though some specifics may be a little different, these same concepts apply to all types of RC wheels and tires.



Prep Work

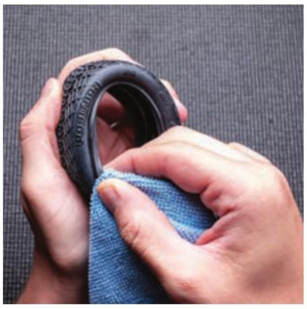
"By failing to prepare, you are preparing to fail."
– Ben Franklin
(yes, I just quoted Ben Franklin in an RC cars magazine…)

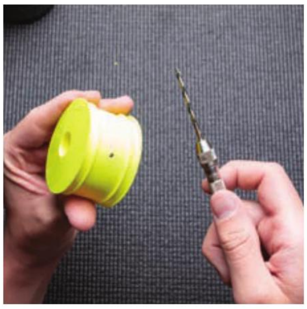
I mean it's there in the quote, right? Proper prep leads to proper results. Tire and wheel preparation before mounting and gluing is the key to overall success of your gluing work, ensuring you don't accidentally lose a tire in the middle of driving, or worse in the middle of a race.

Tires and wheels ship from the factory with a bit of remaining "release agent" still on the surface. This is the slippery stuff that helps the wheels and tires not stick to their molds when being made. You can imagine that any of this being left on the surface is a bad thing, since it will pretty much guarantee the glue won't bond rubber to plastic properly. The easiest and most proven way to get rid of this stuff is to use some Simple Green and a microfiber towel to wipe down the gluing surfaces of the wheels and tires.

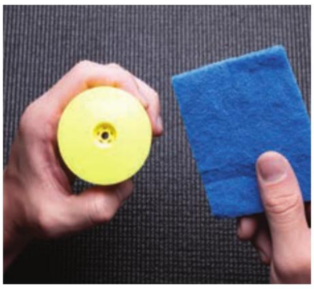
Cleaning

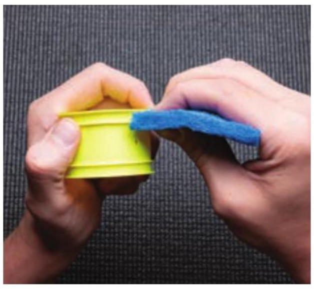
Spray your microfiber towel with Simple Green and wipe down the bead on both sides of each tire. I always make sure I get the inside, outside, and the "face" of the bead (the part that makes the most contact with the wheel's bead). Give it a good cleaning, you'll probably notice some discoloration on the towel, this is a good thing as it means it's working. I also tend to wipe down the sidewalls of my tires, since it gives them a cleaner look. This step might be more for looks with my buggy tires, but it's a necessity on touring tires where glue might be used to reinforce the sidewall.



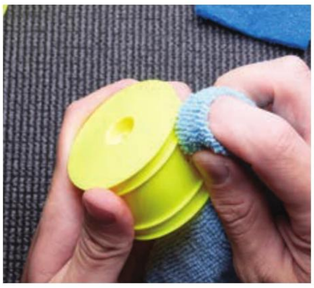


Next in line are the wheels. First and foremost, I drill two holes into the barrel of the wheel, about 180 degrees from one another. This helps to vent excess pressure when driving, not only allowing air pressure to escape, but also allowing the inner foam and tire to conform more to the driving surface. How big the hole, and how many is ultimately up to you. Wheel and tire tuning tends to be more of an art than a science at times, so mileage may vary with my particular tastes, but I've just come to find that a couple 3mm holes across from one another works pretty well. Take note that some wheels may be pre-drilled already, in which case the work has already been done for you.





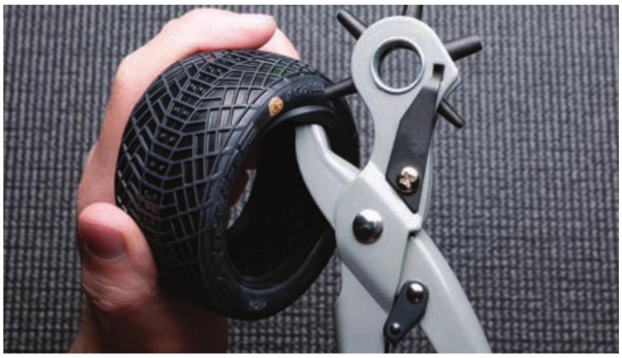
After you drill your vent holes, it's time to rough up the plastic on the wheels a little bit. No need to use anything too abrasive, some blue Scotch-Brite is perfect for this task. Take the scouring pad and firmly scuff the inside of each bead. This create little micro-abrasions that will further help the tires bond to the wheels.



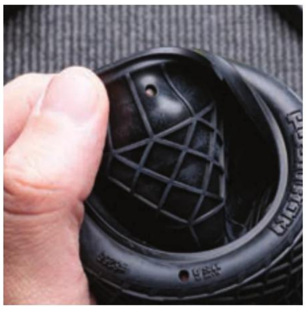
Now that the wheels have been drilled and scuffed, it's time to clean them. Same as with your tires, spray a bit of Simple Green on your towel, get in there and thoroughly clean the bead of each wheel. This will remove that release agent on the plastic, and any possible plastic dust from the scouring pad.

Venting Your Tires

Just like with wheels, tires benefit from some venting as well. Even on a basher, where tires might meet some more extreme wet conditions, it's a good idea to vent them. Ultimately a couple vent holes go a long way in preventing your tires from ballooning while driving at speed.

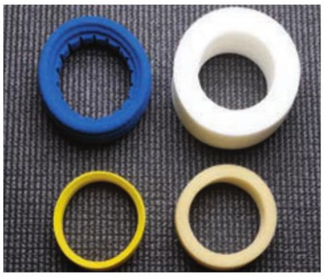


To vent tires, I use a leather punch. There are some available from various RC companies, but in the end if it can punch a small hole effectively in rubber, you should be fine. I favor punching the vent holes on the inside sidewall, about 180 degrees from one another.



Special note, if your tire's sidewall has reinforcement ribs molded into the carcass (as pictured) try to avoid messing them up. I recommend punching your vent holes in the middle of the reinforcement ribs.

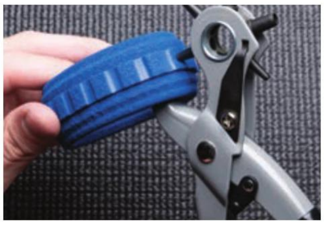
And there you have it, a vented tire!

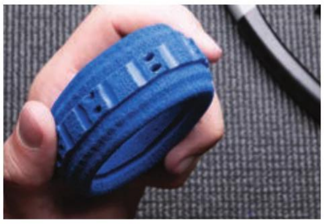


Foam Inserts

On the note of foam inserts, or "foams" for short, there are plenty to choose from. In this article I'm using closed-cell style off-road foams that have become the more popular choice in recent years. Closed-cell foams are denser than open-cell and molded to better fit inside the tire. Touring cars have used a similar style for years, generally referred to as "molded" foams, and are available in a few different harnesses as an extra tuning aid. Closed-cell off-road foams are usually offered in one hardness but worry not there are still ways to tune them to your driving surface.

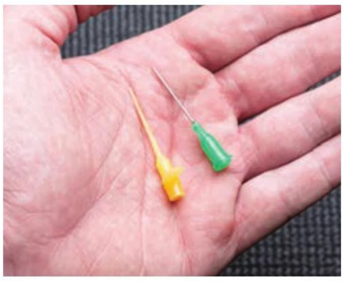
To adjust the effective hardness of closed-cell off-road foams you simply need to punch a few holes into the support ribs of the insert. Leaving the inserts as-is out of the package will give the most effective hardness, while softness will gradually increase depending on the frequency and number of holes you punch. I tend to punch one or two holes into every other rib for my front tires, and three to four holes into every other rib on the rear inserts. This helps to soften the foams and lets the tires get a bit more bite on my preferred driving surfaces.

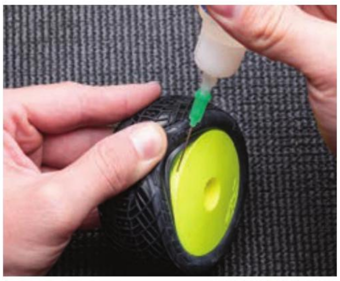


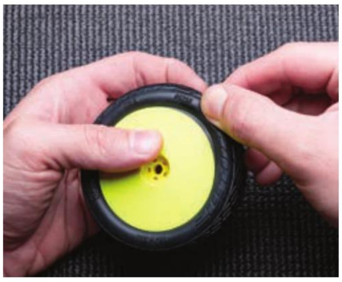


Now that the wheels, tires, and foam inserts have all been thoroughly prepped and cleaned, it's time to get down to the sticky business. Start the gluing process by installing the tire onto the wheel, making sure the foam insert is seated properly into its groove.

Overhanging foam inserts can cause the tire bead to seat improperly, potentially causing issues when it comes time to apply glue, and there's nothing worse than something going wrong while gluing. To make absolutely sure that the foams and tire beads are all seated nicely, I usually give the tires a "pinch and roll". Basically, just pinch at the sidewall to seat the tire bead, and then give the tires a firm roll in the hands to get everything nicely settled into place.

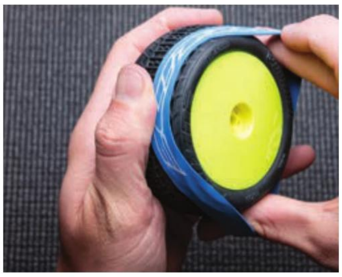


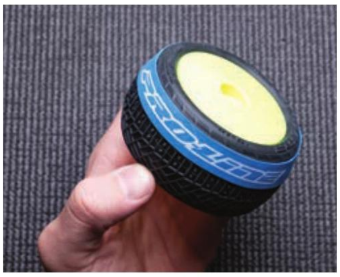




Personally, I favor Proline's tire glue. Overall, it's a nice thin consistency and holds an extremely tight bond when cured. Honestly, it has never failed me. Proline includes a little plastic tip for applying glue, but I tend to use blunt needle tips instead. These are available from several aftermarket RC companies like Black Fabrica and 1up Racing, as well as industrial parts supply companies. I like them because they fit nicely onto the glue bottle, and the stainless steel tip doesn't deform when applying glue.

Start the gluing process by holding a section of the tire out of the way and applying a consistent bead of glue onto the wheel, reseating the tire after glue has been applied. If the tire doesn't go right back into the wheel bead, give the tire sidewall a pinch and work it into place. This might take a couple tries, just stay calm, work quickly and you'll be good to go. Repeat this process, working your way around the entire wheel and tire until glue has been applied all around.





To ensure complete and total adhesion, it's a good practice to use tire bands while the glue is curing. These are basically large rubber bands that wrap around the tire to apply some pressure, leaving your hands free to do something else, like gluing more tires. Simply stretch the tire band around the tire, making sure to place it over the bead area as this will create the most pressure on the gluing surfaces.

Once the bead has cured, give the tire sidewall a nice tug to make sure it has properly adhered. If you notice any gaps, simply apply a little bit of glue into those areas, reapply the tire band and let it cure. And just like that, we have a nice set of freshly glued wheels and tires!

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NO GUTS NO GLORY!
2
FORWARD
NEO Frog

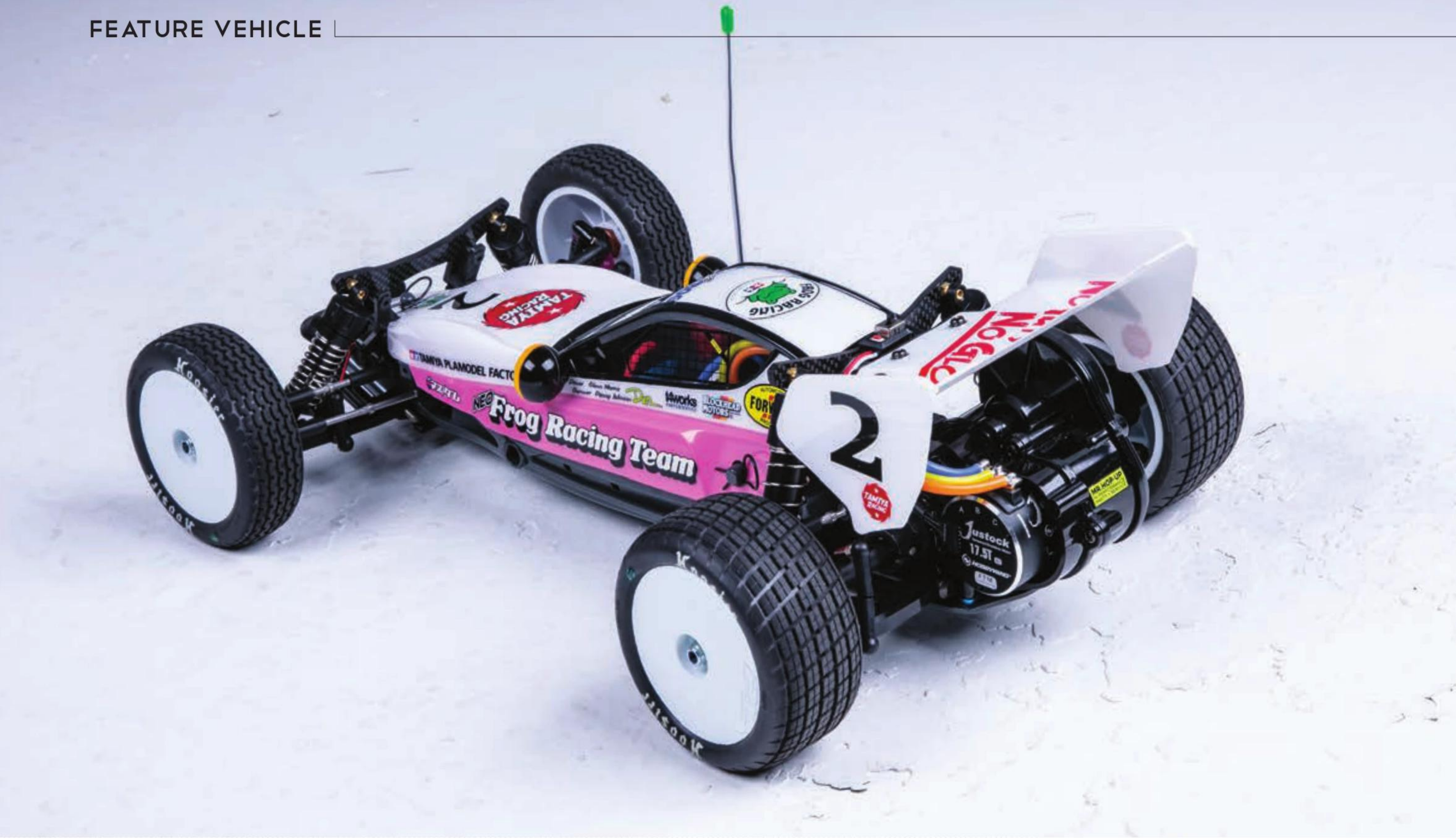
NEO FROG

TAMIYA'S NEO FIGHTER BUGGY BRINGS US BACK TO THE GLORY DAYS OF THE LEGENDARY MIGHTY FROG

Text and Photos by Jerry Tsai

The year was 1986. My first hobby grade RC car, a Tamiya Boomerang, was shared between my brother and myself. Since he was older, the Boomerang was effectively more his than mine. He got more wheel time and was old enough to fully grasp its mechanics so he knew better than I, how to hop it up, maintain it and fix it when it needed repairs. As a younger kid, I just tried not to crash it. As nice as it was to get driving time with the Boomerang, I longed for an RC car of my own.

Back then I remember spending countless hours flipping through the 1986 Tamiya Radio Control Guidebook, drooling over the photographs of all the kits inside. On the cover was the legendary Hot Shot and inside, the book displayed plenty of action shots of Tamiya's now iconic RC cars. One buggy, The Frog, stood out to me and became the target of my attention.



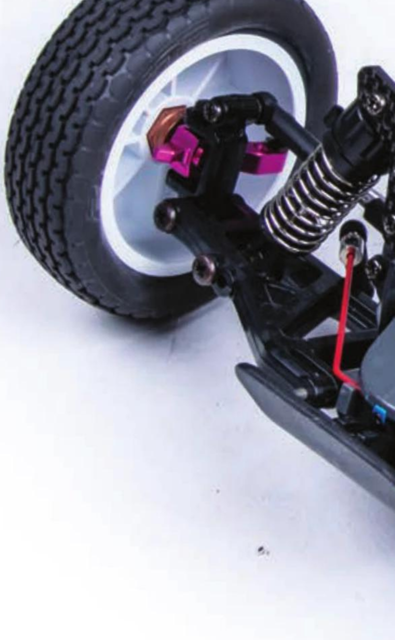
INTRODUCTION

Originally released at the tail end of 1983, The Frog was a two-wheel-drive buggy that was finished in an eye-catching white and pink color scheme. It went on to become a classic RC car that many, perhaps even you, enjoyed playing with back in the day. Believe it or not, it was even a competitive racer for a while.

Suffice it to say, for one reason or another, I was never able to own The Frog. After my brother upgraded to another RC car, I did end up with the Boomerang so I was still a happy camper. Even so, you can say that you never forget your first love – or in my case, RC crush. Decades later, I still thought about The Frog and have been tempted on several occasions to buy one.

Earlier this year, I finally decided to fulfill my childhood dreams and scoop one up. When I went to the hobby shop to buy it however, I came across something else that diverted my attention. Tamiya's Neo Fighter Buggy is a sleek entry-level buggy that is intended for first time RC drivers. It is a simple and robust vehicle yet has the capability of being upgraded for those looking for improved performance.

As I studied the photo of the Neo Fighter Buggy on the box, I realized that some of the attributes found on the Neo Fighter Buggy looked a lot like The Frog. Wedge shaped body with a large rear wing, check. Dual bumps on the nose, check. Half windshield, check. Light gray plastic chassis and two-wheel drive format, check and check. It occurred to me that the Neo Fighter Buggy is probably the latest iteration of The Frog, only marketed under a different name. Being that I wanted to utilize newer technologies such as a brushless motor and ESC set-up and LiPo batteries, I decided to once again put The Frog on hold and picked up the Neo Fighter Buggy instead.



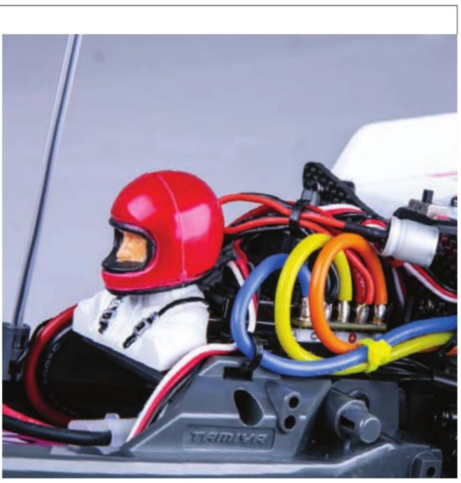
DT-03

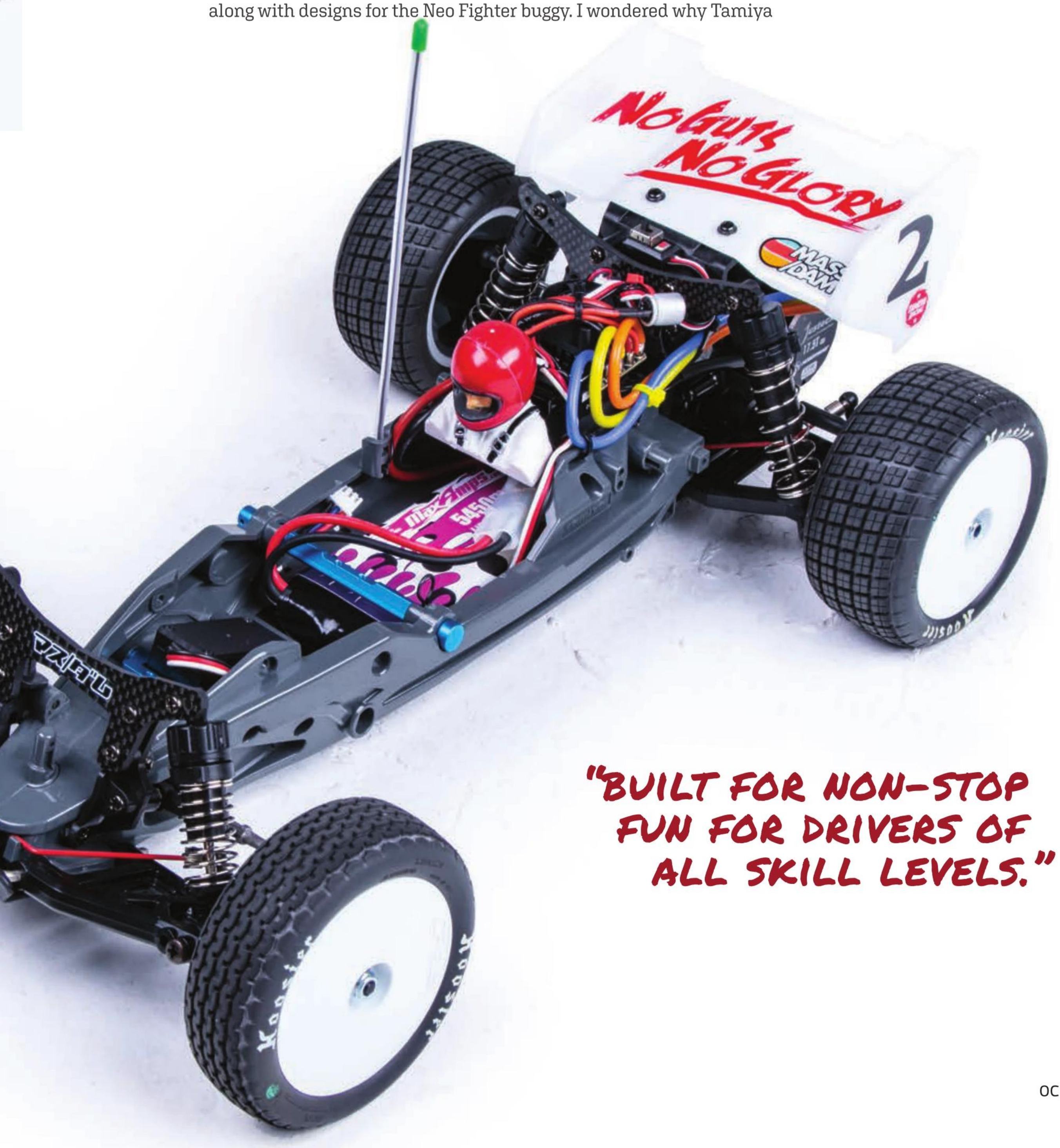
The Neo Fighter Buggy's DT-03 chassis features a tough design that promises hassle-free assembly and is perfectly suited towards less experienced users. The chassis features a slim-line monocoque frame that is lightweight yet durable. Its longitudinally positioned battery, electronic speed controller (ESC) and radio receiver are mounted along the centerline for excellent balance.

The DT-03 features four-wheel double wishbone suspension and Tamiya's reliable CVA oil dampers for stability on rough surfaces. A rear-positioned sealed gearbox protects the transmission from dust and dirt, while a built-in differential gear offers the buggy smooth cornering. Luckily for us in the U.S., Tamiya USA includes CVA oil dampers, a Torque Tuned motor and Tamiya TBLE-02S ESC as standard. These items are usually otherwise sold as upgrades on kits sold from outside the U.S. For an MSRP of under $200, this kit is a seriously great deal. In fact, it sells for $85 less than The Frog rerelease on Tamiya USA's website.

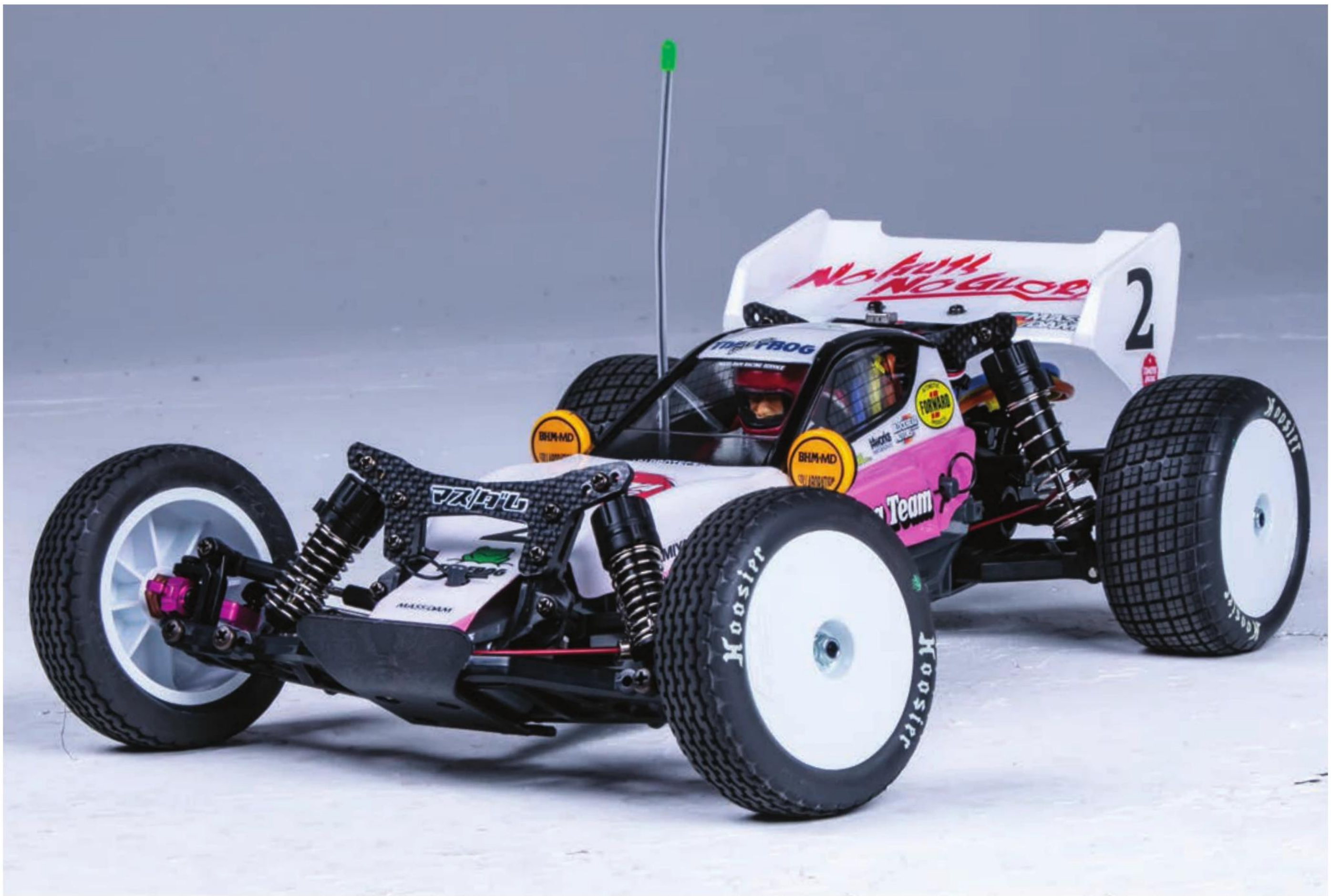
THE BUILD

After opening up the Neo Fighter Buggy, I found that my suspicions about this vehicle being a next generation Frog were correct. The decal sheet for this kit comes with classic and updated The Frog decals on it along with designs for the Neo Fighter buggy. I wondered why Tamiya


A Tamiya driver figure sits just in front of the Hobbywing ESC on top of a KO Propo receiver.



"BUILT FOR NON-STOP FUN FOR DRIVERS OF ALL SKILL LEVELS."



didn't market this kit as a Neo Frog instead. I seems like it would be a slam-dunk to appeal to nostalgic hobbyists like myself.

The buggy's assembly was a breeze. Typical of Tamiya, the instructions were easy to follow and all the parts fit perfectly. The DT-03 chassis feels solid as does its other components. I did invest in whatever Tamiya hop up options that I could find at the store and also ordered some online too.

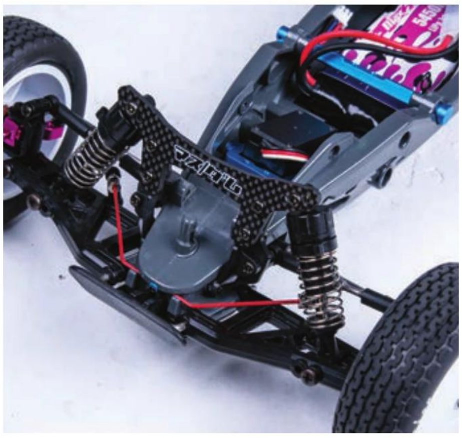
HOPPED UP

Some of the key upgrade parts I installed include a full set of Tamiya 1150 ball bearings for smoother, more efficient running. I also wanted this kit to last so I invested in DT03 Reinforced M Parts. The carbon fiber reinforced parts improve chassis rigidity, and performance on high-grip carpet and asphalt surfaces. For a cost of about five-bucks, it was a no brainer.

Front and rear shock towers were swapped from the factory plastic to Tamiya's carbon fiber upgrades. Made from lightweight and rigid carbon fiber material, these shock stays not only enhance damper performance but they also feature more attachment holes that allow for more setup options. To help with fine-tuning, I also installed a full set of turnbuckles. The set contains six turnbuckle shafts that replace the DT-03's upper arms and tie-rods.

The one snag I ran into when installing the upgrade parts

A pink anodized aluminum CNC reinforced upright by T4 Works Tokyo adds some color and strength to the Neo Frog's steering.



Tamiya hop up parts include a front carbon fiber damper stay and stabilzer bar.

was with the Tamiya DT03 Stabilizer Set. These front and rear sway bars allow you to tune the roll of the car depending on off-road track conditions. The snag was that I didn't notice that I had mistakenly installed the rear stabilizer bar upside down. When installed in that fashion, the rear stabilizer bar drags on the rear drive shafts, which is obviously a bad thing. After contacting Tamiya customer service, I finally got to the bottom of the mystery. A word to those installing these stabilizers: pay attention to the orientation of the bars when installing them! With the buggy completed, I moved on to the electronics.

As mentioned previously, the US version of this kit comes with Tamiya's TBLE-02S ESC and a slightly more powerful than the standard silver-can brushed 540 motor, Tamiya's Torque Tuned motor. While I'm usually content with this combination in my bashers, I wanted to go a different, more powerful route this time.

I ordered a Hobbywing XR10 Justock Sensored Brushless ESC/SD G2.1 17.5T Motor Combo from A Main Hobbies and installed it along with a KO Propo steering servo and receiver. Electronics set up is not my strong point so I hoped for a snag-free experience. Luckily, that's what I got. The Hobbywing and KO Propo electronics went in smoothly and after charging up a Maxamps 2S 7.4v LiPo, I was ready to run.

Buggies are home on dirt and clay tracks, but most of my trigger time is clocked where it is most convenient for me – that's my driveway and street in front of my house or at the parking lot at work. Unfortunately those areas are devoid of dirt and clay but are paved with concrete and asphalt. With that in mind, I went ahead and installed a set of Pro-Line Racing Hoosier Super Chain Link 2.2" 2WD front buggy tires and Hoosier Angle Block 2.2" buggy tires in the rear to Pro-Line Velocity 2.2" wheels. These tires are usually found on no-prep dragsters, but I figured they'd work for a road-spec buggy basher too.

NEO FROG

To align my build in-line with the look of an original Frog, I went ahead and painted it white and pink using Tamiya's PS spray paints. I also used a few decals from the old school Frog along with updated The Frog decals that came with the Neo Fighter

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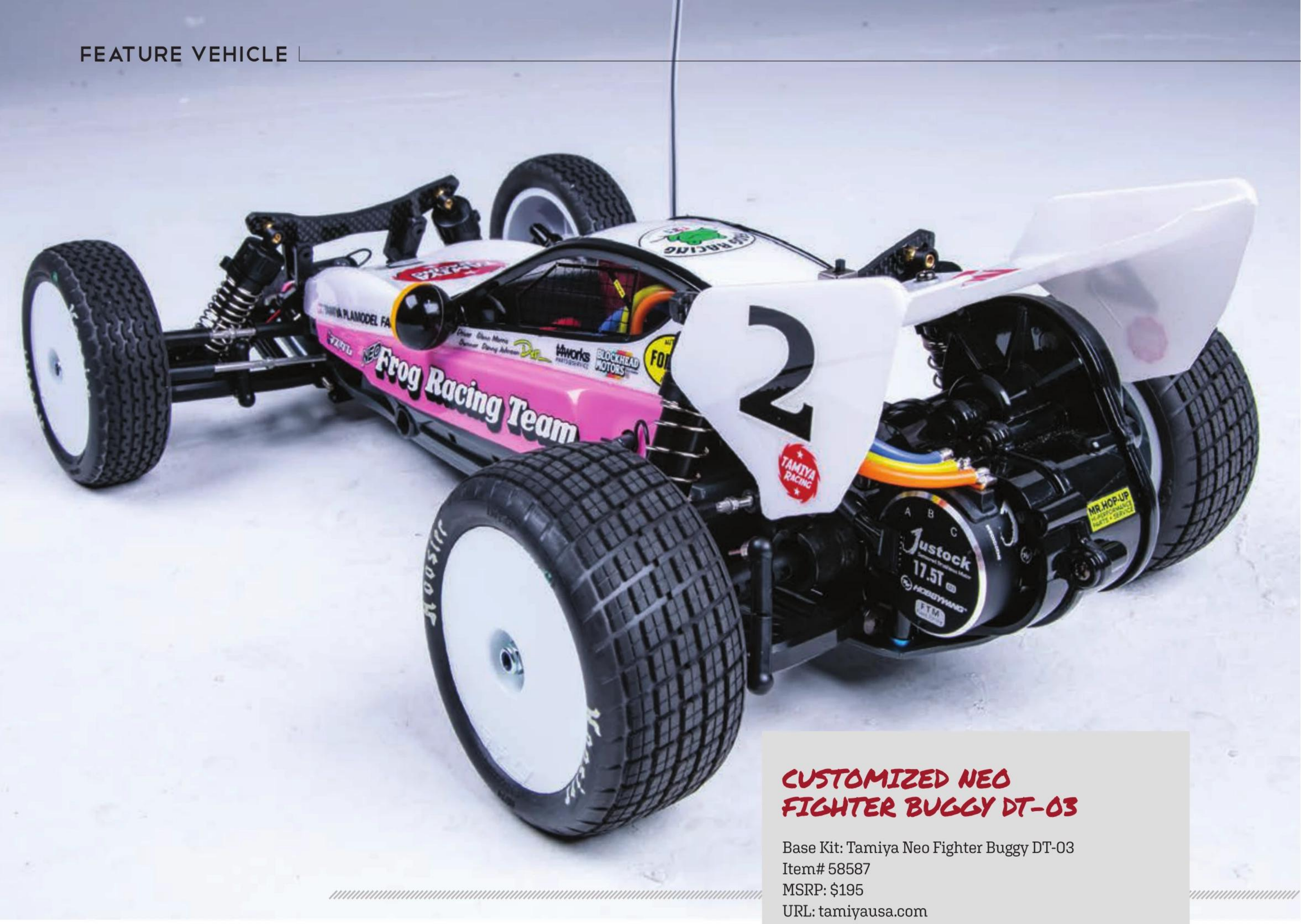


Buggy kit. I also added some decals by RC decal maker Mass/Dam to give the build an extra polished look.

Unlike with The Frog, which came with a driver figure and non-functioning off road driving lights, Neo Fighter Buggy does not include these details. I decided to enhance the look of my newly dubbed “Neo Frog” with a set of these parts. Luckily Tamiya still offers them for sale. For me, small visual details like these add to the overall satisfaction of a fun build such as this one.

RUNNING WILD

I fired up the buggy and ran the Neo Frog on the wide-open space of the parking lot at work. The buggy is noticeably nimble and stable and thanks to the Hobbywing brushless setup, quite quick too. The tires grip reasonably well, but I did experience some understeer, which is to be expected with such thin tires up front and that much power pushing from the rear.

Overall it is a fun buggy to drive and bash around and from the looks of its chassis and other components, it looks like it was built to last. I’m looking forward to swapping its wheels and tires to the stock Tamiya ribbed front and square spike rear tires when I get a chance to run it off road.

CUSTOMIZED NEO FIGHTER BUGGY DT-03

Base Kit: Tamiya Neo Fighter Buggy DT-03
Item# 58587
MSRP: $195
URL: tamiyausa.com

UPGRADE PARTS

Tamiya RC 1150 Bearings
Tamiya RC DT03 LW Gear Shaft
Tamiya RC DT03 Stabilizer Set
Tamiya RC DT03 Carbon Damper Stay – Front
Tamiya RC DT03 Carbon Damper Stay – Rear
Tamiya RC DT03 Aluminum Battery Bar
Tamiya RC DT03 Aluminum Servo Mount
Tamiya RC DT03 Alum Gearbox Bridge
Tamiya RC DT03 Full Turnbuckle Set
Tamiya RC DT03 Reinforced M Parts
T4 Works Aluminum CNC Reinforced Upright Set Pink
Pro-Line Hoosier Super Chain Link 2.2” 2WD Off-Road Buggy Front Tires
Pro-Line Hoosier Angle Block 2.2” Off-Road Buggy Rear Tires
Pro-Line Velocity 2.2” Hex Front Wheels
Pro-Line Velocity 2.2” Hex Rear Wheels

ELECTRONICS

Hobbywing XERUN XR10 Justock 1/10 Sensored Brushless ESC
Hobbywing Justock 17.5T Brushless Sensored Motor
KO Propo EX-2 2.4GHz FHSS Radio System
KO Propo PDS-2504 Power Low Profile Servo
KO Propo KR-211FH 2.4Ghz FHSS 2-Channel Micro Receiver
Maxamps RC LiPo 5450 2S 7.4v RC Battery Pack

BODY

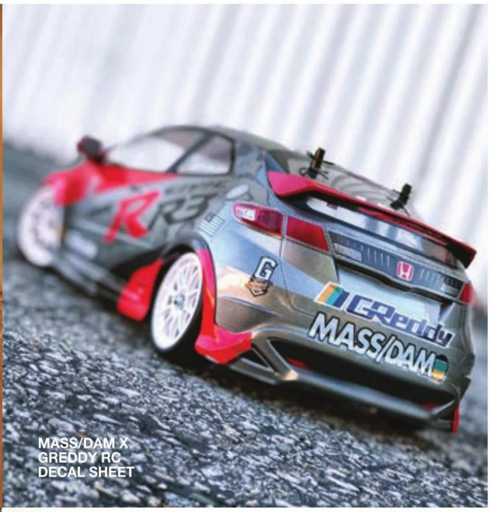
Tamiya Rc Buggy Driver Figure Set
Tamiya The Frog Decals
Mass/Dam RC Decals
Tamiya PS1 White Paint
Tamiya PS11 Pink Paint

FINAL WORD

After running this buggy for a few months at the hands of various drivers, I can vouch that the Neo Fighter Buggy is a reliable two-wheel drive buggy that's built for non-stop fun for drivers of all skill levels. Those who have driven it agree that they are thrilled with the looks and driving performance of this next-gen Frog. Am I still itching to own an original style Frog? Who knows? But for now, I'd say that this Neo Frog fulfills my long quest for The Frog quite nicely.

2
TAMIYA RACING
FORWARD
Hooster
NEO Frog Racing Team
TAMIYA PLAMODEL FACTORY
MASS/DAM

MASS/DAM X
BLOCKHEAD MOTORS
RC DECAL SHEET


MASS/DAM X
GREDDY RC
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MASS/DAM X
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HEAVY

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HAULER

TAMIYA
VOLVO FH16 GLOBETROTTER 750 6X4 TIMBER TRUCK

Text and Images by Kevin Hetmanski

Tamiya's well known worldwide for producing some of the highest quality and detailed models so it's no surprise to see them taking what they learned in the model scene and applying it to RC cars. The Tamiya Tractor Truck series has many big rigs that are some of the most well detailed vehicles in their lineup and that has been happening since the early 90s with the introduction of the King Hauler.

Over the years the complexity of the Tractor Trucks has grown and with that comes more of the detail that we all love. The Volvo FH16 Globetrotter 750 6x4 Timber Truck is a great example of that. The cab alone is made up of over 80 pieces and once complete, the Volvo looks like a big rig that you would see rolling down the highway.

Tamiya nailed the look then they threw in some cool features underneath like a ladder frame chassis, 3-speed shift-on-the-fly transmission, leaf spring suspension and a lot more. Part of the fun here is building and detailing this awesome rig and that takes a very long time but the result of that labor is well worth it.

THE BUILD

For years Tamiya has had the best manuals in the business and the Volvo is no exception. This manual however is one of the thickest Tamiya manuals that I ever laid my hands on. All the screw lengths are clearly marked and the assembly process is well thought out for the most part. There's a lot going on in the manual but it's easy to follow.

Tamiya kits are known for providing a stock brushed motor and speed control to help get you up and running. The Volvo doesn't include a speed control but you do get a motor and this one is special; it's a high torque 35-turn brushed unit called the TR Mighty Tuned motor and it will have an easier time pushing around this heavy (even when empty) rig than the standard motor that you usually get with a Tamiya rig.

You have to provide the servo for the steering and shifting duties and I recommend a steering servo with at least 125oz. In. of torque. When it comes to picking a radio, you can get a 2-channel unit and lock the transmission into whatever gear you want, you can pick up a 3-channel unit and shift the transmission on the fly or go all out and get a 4-channel radio that can be used to operate Tamiya's ultra cool Multi-Function unit.

As expected, all of the parts that make up the Volvo go together perfectly but there are a few things to pay close attention to during the build. The red lenses in step 31 are directional so if they don't fit into the other larger lens, flip it over and try again instead of forcing it to fit. The top and bottom are tapered and match the lens they go into. The tanks in steps 35 and 36 are painted silver then black is added to enhance the parts. After spraying the silver on Q8, Q5, R7 and R6 assemble the

Scale accessories
Leaf Spring Suspension

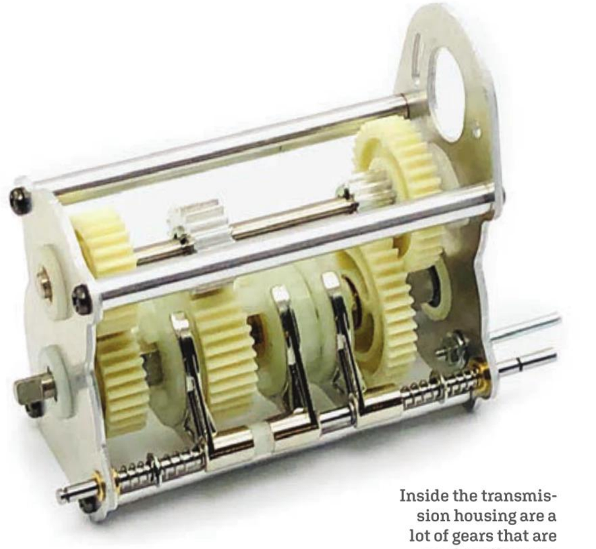
top and bottom halves before masking and painting the black that way to ensure that the top and bottom are perfectly aligned.

If you install the Tamiya Multi-Function Control Unit, assemble the lower front cab after the main cab and mount them at the same time. The lights for the lower portion will have to be connected to the control unit before the main cab is installed and secured. You'll also have to pick up LEDs with longer wires to reach from the rear light assembly to the front of the chassis. The last thing you need to know about this particular build is that you may want to invest in a good set of micro screwdrivers. The Volvo has some of the smallest screws out there and having the right tool for the job will make your life much easier.

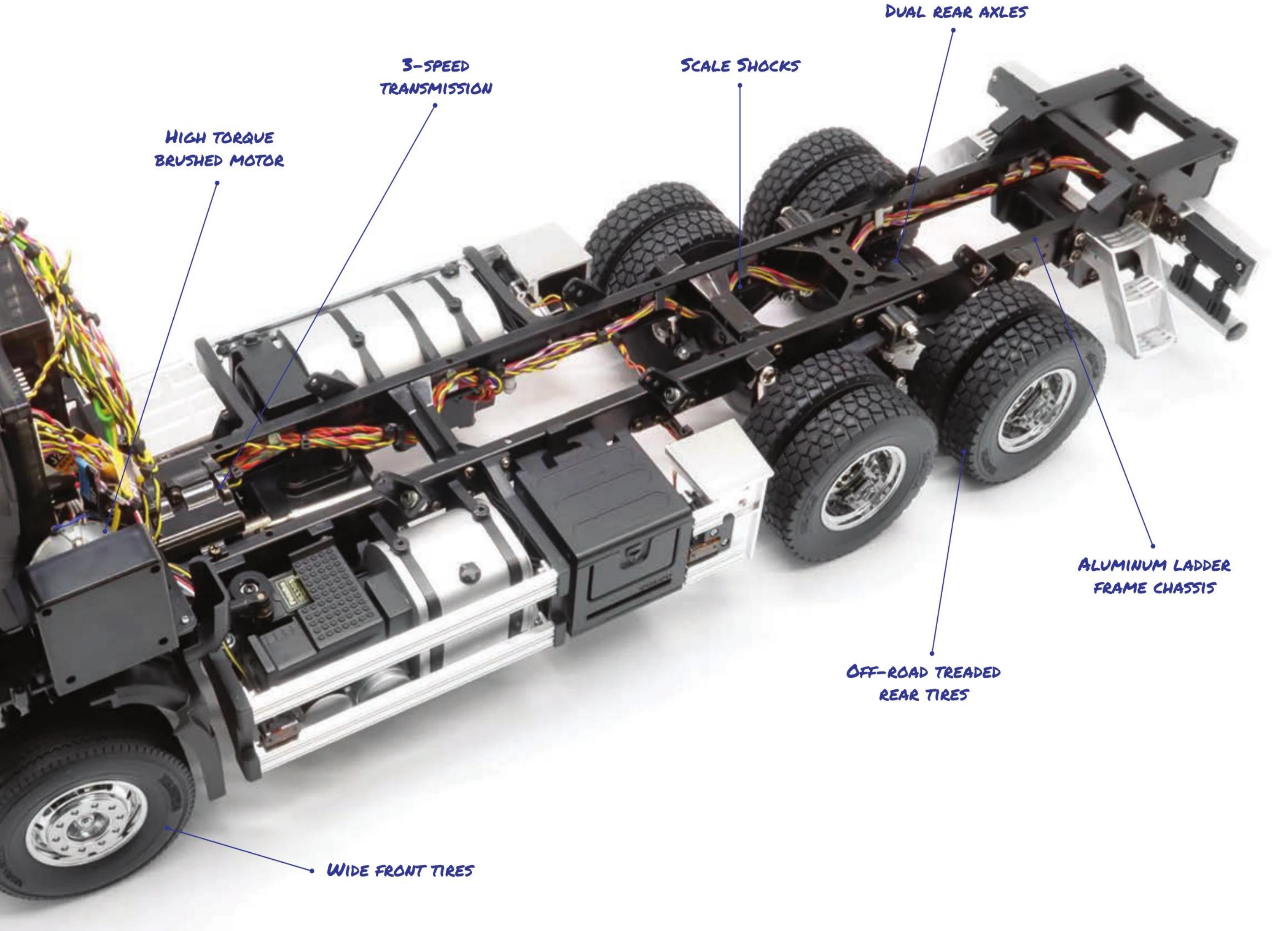
DRIVING THE VOLVO

Before I even finished building the Volvo, I was excited to load it up with logs and get it on the road. Then I saw later in the manual that Tamiya doesn't recommend that you run the truck with the logs in place. Once I completed the build and loaded up my logs, I totally understood why they would say that.

The truck alone is heavier than any Tamiya big rig that I have



Inside the transmission housing are a lot of gears that are used to allow you to change ratios on the fly through your radio. You can also fix it into the gear of your choice if you'd rather use the channel for something else.


Dual rear axles
3-speed transmission
Scale Shocks
High torque brushed motor
Aluminum ladder frame chassis
Off-road treaded rear tires
Wide front tires

FH16 750
FH16750

FH16 750
VOLVO
FH16750

built and believe it or not the small amount of wood that you can load onto the back of the truck weighs a lot more than you would think. I shot my beauty shots with the logs in place then removed them for my runs. It's a bit of a bummer to have to do that but it's better than burned up electronics.

The Volvo has a lot of torque in first gear and gets up to speed in a hurry, second gear feels perfect in all areas and I feel that third gear didn't get the truck out of the hole as well and it's top speed made me nervous. The last thing I want to do is tip this truck on it's side or run it into something and ruin all the work that was put into it. Shifting gears while driving the truck is smooth and you can see a noticeable difference in speed when you leave the throttle at a constant speed during shifts. In the end I ended up leaving the shifting stick in the middle position and riding around in second gear.

For my build I went with a standard servo for steering and I found out pretty quick that it was a mistake. When building tractor trucks in the past, standard servos

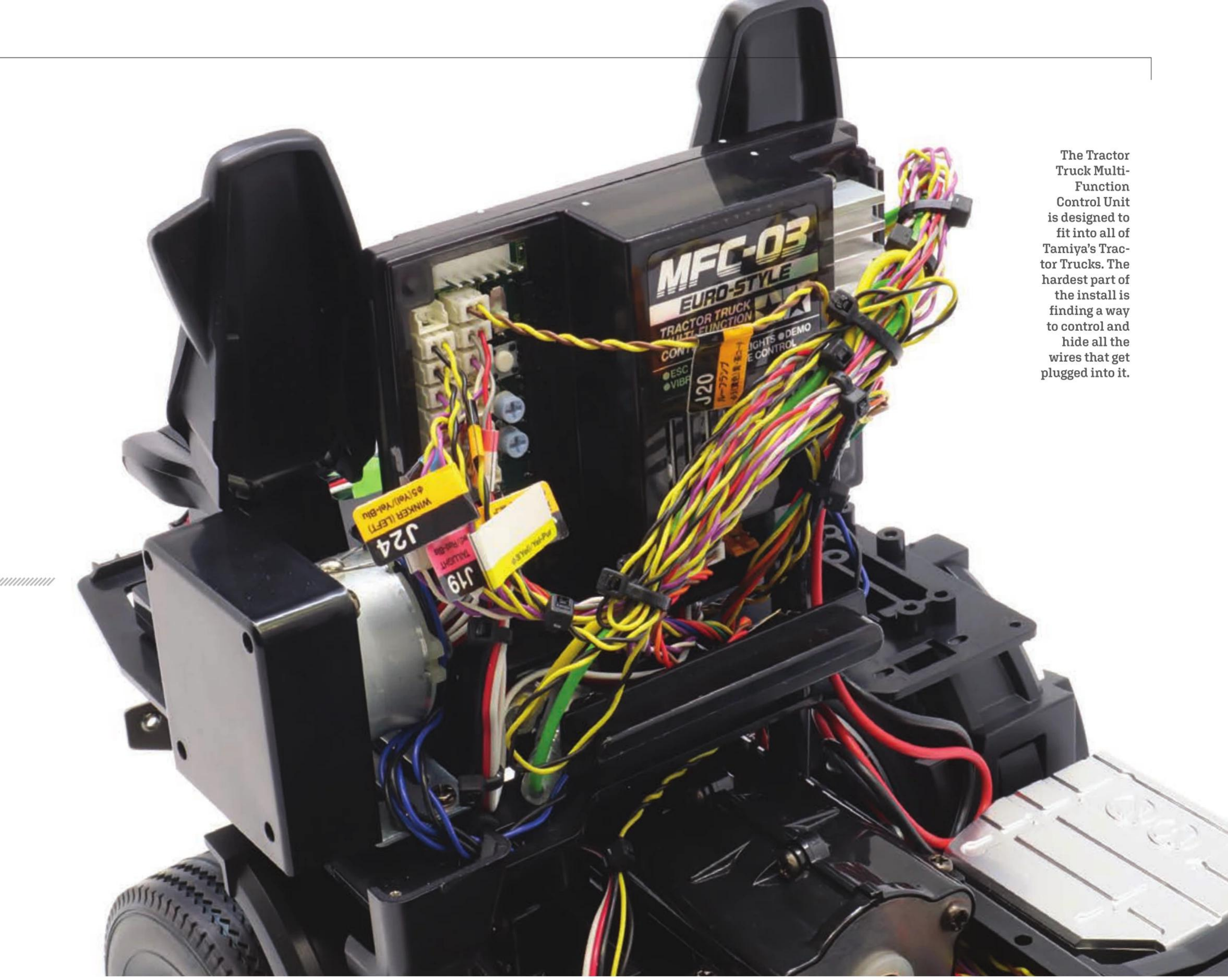
BRING IT TO LIFE WITH TAMIYA'S MULTI-FUNCTION CONTROL UNIT

Tamiya did a fantastic job of making the Volvo look like the real deal and thanks to their Multi-Function Control Unit, you can make it sound and lights like the real thing and add more scale realism. You can buy the standard unit that has a sound that matches the big rigs you find on U.S. highways or you can get the one that has a European sound for trucks like the Volvo. The control unit itself has a speed control built into it that's perfect for Tamiya's brushed motors.

Included with the unit are all the parts and hardware that you need to install into your big rig no matter what version you build. Also included are several LEDs that are installed into various locations on the body and that get plugged into various locations on the control unit. Tamiya does a great job of color coding the wires and giving you labels to mark all the plugs.

Some of the plugs on the control unit are also marked and the manual has a clear drawing to guide you during the install. Some of the sounds you'll hear out of the included speaker are the engine sound, air horn, air brakes, reverse beeper and more.

FH16 750
FH16750



The Tractor Truck Multi-Function Control Unit is designed to fit into all of Tamiya's Tractor Trucks. The hardest part of the install is finding a way to control and hide all the wires that get plugged into it.

had plenty of torque for the driving that I was doing and the truck that I had built but this truck is considerably heavier and the front tires are much wider and that combo made my steering servo work harder to guide the truck along.

When making tight turns, I took things a little slower than the truck could handle to avoid tipping. Lucky the area that I was doing my testing in was wide open and I was able to make very wide turns most of the time.

Realistic leaf spring suspension holds up the chassis and spring loaded friction dampers help with the heavy load that this truck sees.

> "The Volvo has a lot of torque in first gear and gets up to speed in a hurry"

The tires used on the Volvo are very different from what we're used to seeing. The front tires are wider to look like what you would see on a real truck and they help support the heavy weight of the truck. In the rear you'll find an off-road style tread.

THE FINAL WORD

The Tamiya Volvo FH16 Globetrotter 750 6x4 Timber Truck is hands down one of the most detailed tractor trucks out there and when the build is finished, you have something that will look great on the road and just as good as a display in your home. You don't have to be an expert to get this truck from a pile of parts to a roller.

Tamiya makes the job easy thanks to a well done manual and easy to assemble parts. The truck works as advertised; the transmission shifts well, the steering works with no issues, the suspension handles the weight well and so on. Now that my review is done I plan on driving my truck but not often. I want to keep it looking pretty and enjoy looking at the result of all my work.

LIKES

- Looks like the real deal
- Shift-on-the-fly 3-speed
- Easy to follow instructions

DISLIKES

- Too scared to drive it
- Extremely time consuming to build
- Logs are for display only

TAMIYA VOLVO FH16 GLOBETROTTER 750 6X4 TIMBER TRUCK

SPECIFICATIONS

Scale: 1/14
Price: $899
Chassis: Aluminum/plastic ladder frame
Shocks: Spring loaded aluminum friction
Suspension: Leaf spring
Transmission: 3-speed shift-on-the-fly
Differential: Open bevel gear
Driveshafts: Steel dog bone/straight
Bearings: Bronze bushings
Body: Injection molded multi-piece
Wheels: Chrome plated
Tires: Wide street tread/dual off-road tread
Inserts: None
Motor: 35-turn brushed

TEST GEAR (NOT INCLUDED)

Speed control: Tamiya Multi Function Control Unit
Radio: Tamiya Attack 4YWD
Steering servo: Futaba S3010
Shift servo: Futaba S3004
Battery: Maxamps 6-cell NiMH
Charger: Hitec RDX1

Source
Tamiya
tamiyausa.com

FH16750
VOLVO
VOLVO
750

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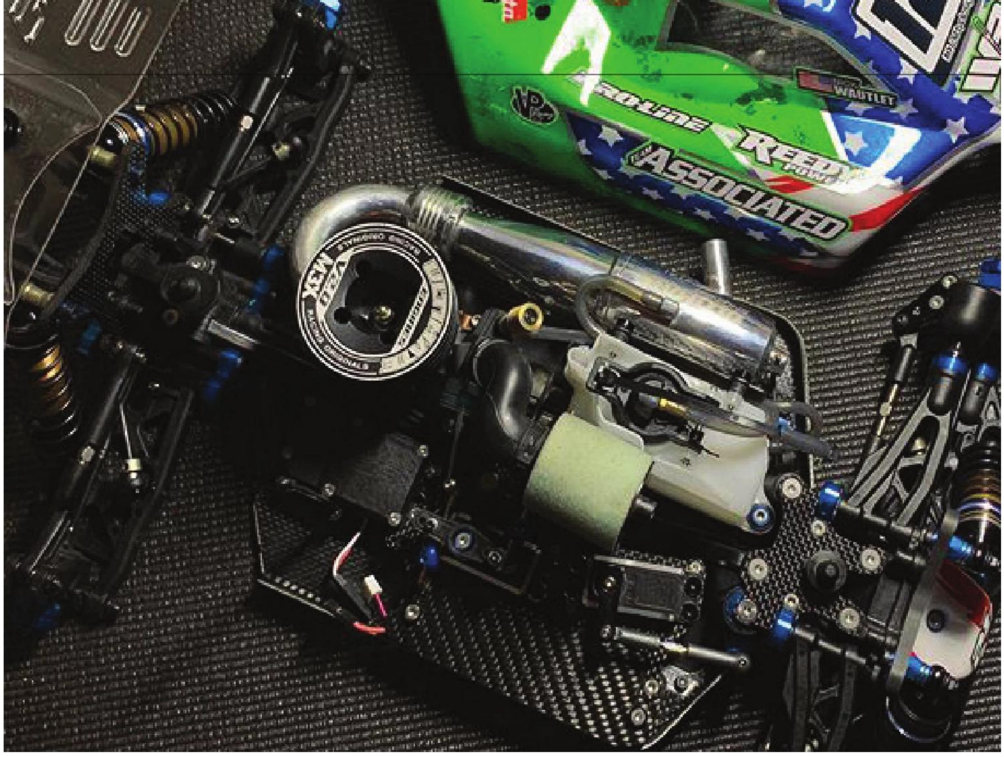
NICK WAUTLET



Q&A
WITH THE FOUNDER OF WALLIE BUILDS

Text by Lauren Short
Images courtesy of Nick Wautlet

RC racing appeals to all kinds of enthusiasts, from the full-blown tinkerers to the weekend warriors to those just beginning their journey in the hobby. Chances are if you've ever seen an RC race car, you've also noticed the level of detail that goes into a well-built machine. Building and setting up these fine-tuned, race-level RC kits can be simultaneously the most rewarding part of the hobby and at times equally as daunting. It's in those daunting times of need that we turn to the experts, the builders who have turned their knowledge, expertise, and love of the hobby into a true craft; professionals like Nick Wautlet, founder of the renowned Wallie Builds.

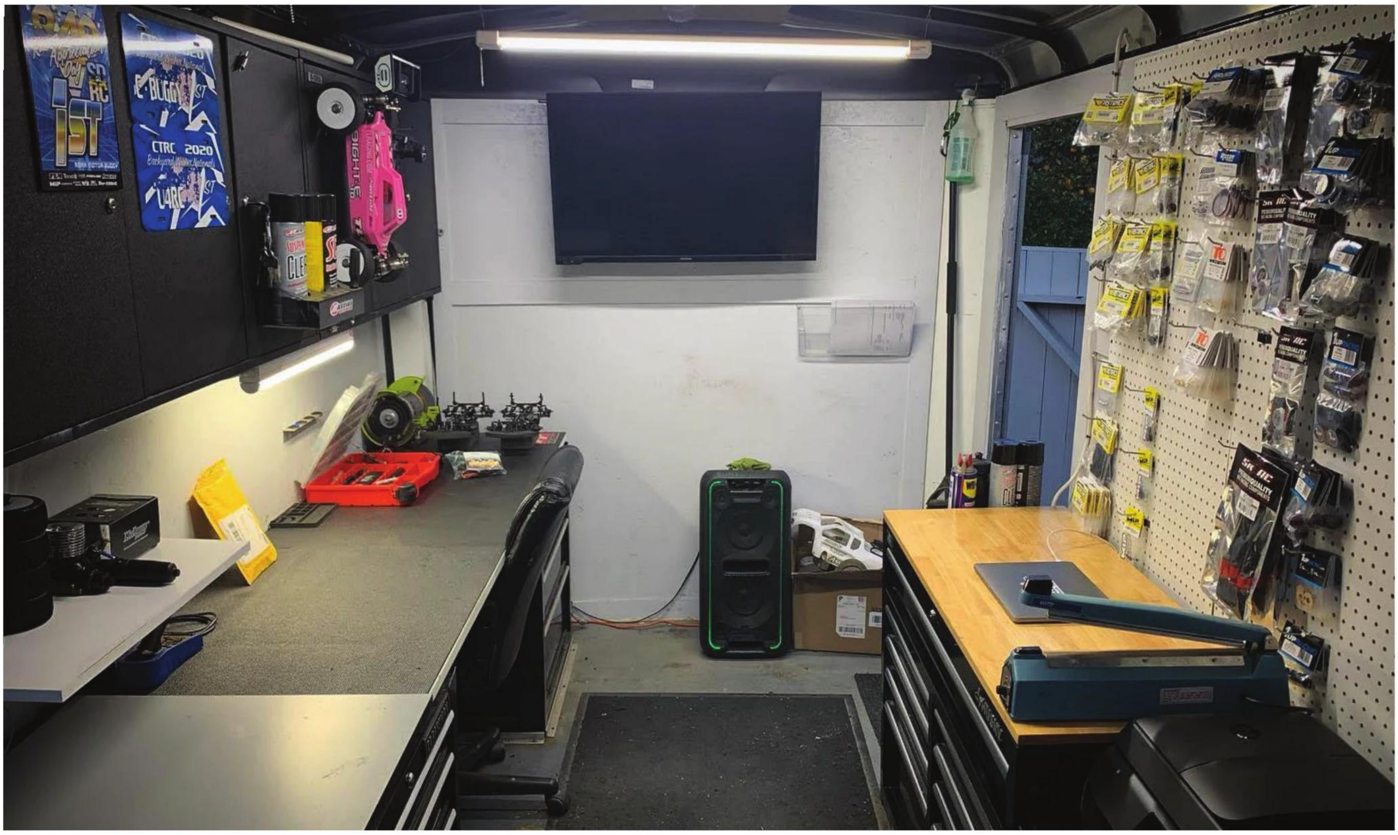
Nick, through Wallie Builds, offers a wide range of expert kit building services as well as pre-built race-ready RC race cars, and a budding array of hop-up parts and other goodies to go with them. He is also an avid racer himself, having competed in plenty of club and pro level events nationwide. Join us as we ask Nick some questions about his passion for RC and his work at Wallie Builds.

RCCA: **What inspired you to create Wallie Builds?**

NW: Awhile back I had a huge spending problem and I was pretty deep in debt. A few people on my social media page were asking me if I would build them up some cars. At first, I didn't really know how to respond, but after I did a few cars and was receiving positive feedback on them, I thought this might be something worth looking into!

RCCA: **Can you describe to readers what kind of work Wallie Builds does?**

NW: As of late, Wallie Builds has grown into more of an online store and will continue to go that route as I move forward with it. The main product that I offer is completed builds from a variety of manufacturers. These cars come race ready with the most current setups already installed. I believe this helps the newer people coming to the racing side get started in the right direction and helps to limit the frustrations of trying to learn everything. I am also available for setup questions and phone calls if a customer has issues.



RCCA: ***How would you describe your role at WB?***

NW: At this time, I do everything. From filling orders to social media posts, to product development and the builds. Everything is on me at the moment. I do have my friend Carrah Tompkins who helps with the website and will be helping me when I switch to the new updated site later this year!

RCCA: ***How long have you been an RC racing enthusiast?***

NW: I have been in this hobby since I was 5 years old. My grandfather got me started in it racing Boats. I raced boats under NAMBA District 19 up until about 16 years old. I won the Gas World Championships in 2006 in Las Vegas, probably my highlight from racing boats. From there, I picked up the car side of things and really enjoyed the off-road side of racing. I started racing at So Cal RC Raceway with some friends and quickly got sucked into putting most of my extra time into getting faster.

RCCA: ***What's your favorite type of RC car to drive?***

NW: As far as racing goes, definitely my RC8B3.2. 1/8th Nitro buggy will always be my favorite class to race. I wish I could race motocross and be good at that, but since I can't 1/8th nitro is the closest I can get haha. As for a basher, the SC8.2e is my overall most favorite car to drive. So many good memories minus the time I got knocked off my feet by getting hit in the head during a demo at the Offroad Expo lol.

RCCA: ***Your passion in your work definitely shows, what aspect of building RC cars do you find most enjoyable?***

NW: As of late I enjoy using it to escape from the world. The world is pretty unsettled right now and if you watch the news or your phone too much, it will drive you crazy or into some sort of depression. Plus, I love seeing the finished project and the amazement from the customer when he gets the car.

There was one time when I wired up a car and sent it back to a customer, he called me and said the transponder was not in the car. I told him that it was in there, but he didn't believe me. He sent me a photo and when I received it, I drew a circle around the transponder and sent it back. He was like, "well I guess that's why I sent you the car." We both had a good laugh.

RCCA: ***What's your favorite style of car to build?***

NW: I really like building 1/8th buggies. They may take the most time to build, but the finished product is pretty sweet in my opinion.

RCCA: **You're known for your highly detailed work, what would you say is the most important detail when building a kit?**

NW: The biggest thing when building kits is to take your time and make sure the parts go together properly and that it is built correctly. I have built a few cars that have been started by the customer and a good amount of the time are built incorrectly, to the point that it would cause severe problems when it was driven.

Additionally, if you are going to use a setup from a top driver, make sure that you copy everything on the sheet. I have seen this happen over and over again. Someone at the track says they copied a setup sheet perfectly, but the car doesn't handle right. When I ask them if they copied the setup 100% they will say "yeah except I did this or that instead." The best thing to do is copy all the notes and everything the setup sheet says, it is on there for a reason. After you drive with the setup and you need the car to be better in a direction, then make changes.

RCCA: **WB also develops its own line of products, any new releases you'd like to mention?**

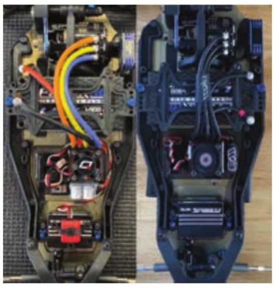
NW: WB will be putting out an apparel line here soon starting with hats. I will also be working on some carbon accessories and tools soon, but that is all that I would like to share for now ;)

RCCA: **Are there any future plans or projects in the works?**

NW: I do have some Ideas to put on a race event during a larger mainstream event. Just need to find out where I can fit it in and how to make it happen. Might be something that I try to make happen next year. I had some ideas this year with the help of some friends to get a nitro buggy demo race going at the Fox Raceway round of the MX National Series, but with COVID-19, it might have to wait 'til next season. Might be a good thing so that we can plan it a little better too.

RCCA: **Is there anything else you want to let our readers know?**

NW: Just want to say thank you for all the support over the last few years and if you are interested in a build, check out walliebuilds.com or @wallie_builds on Instagram! Stay safe and healthy everyone!



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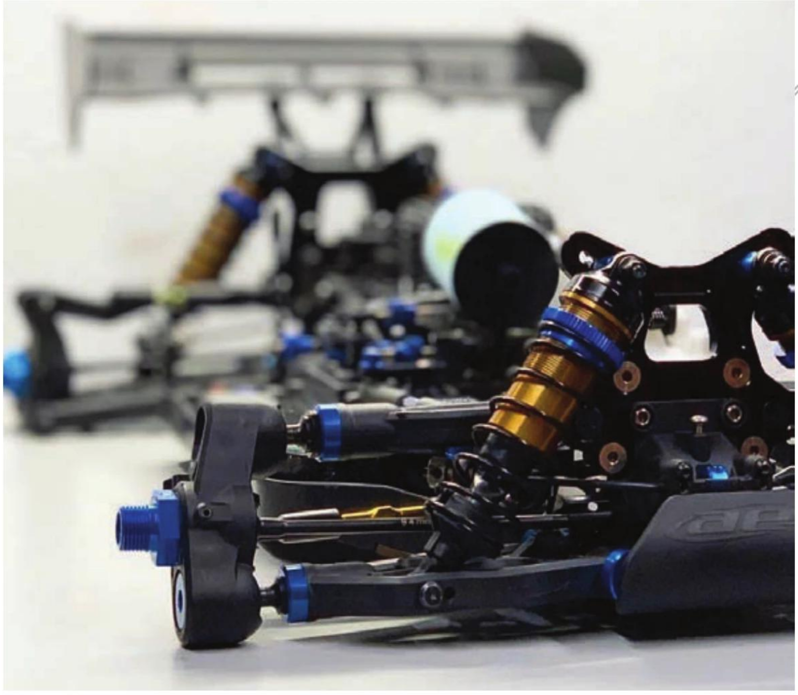
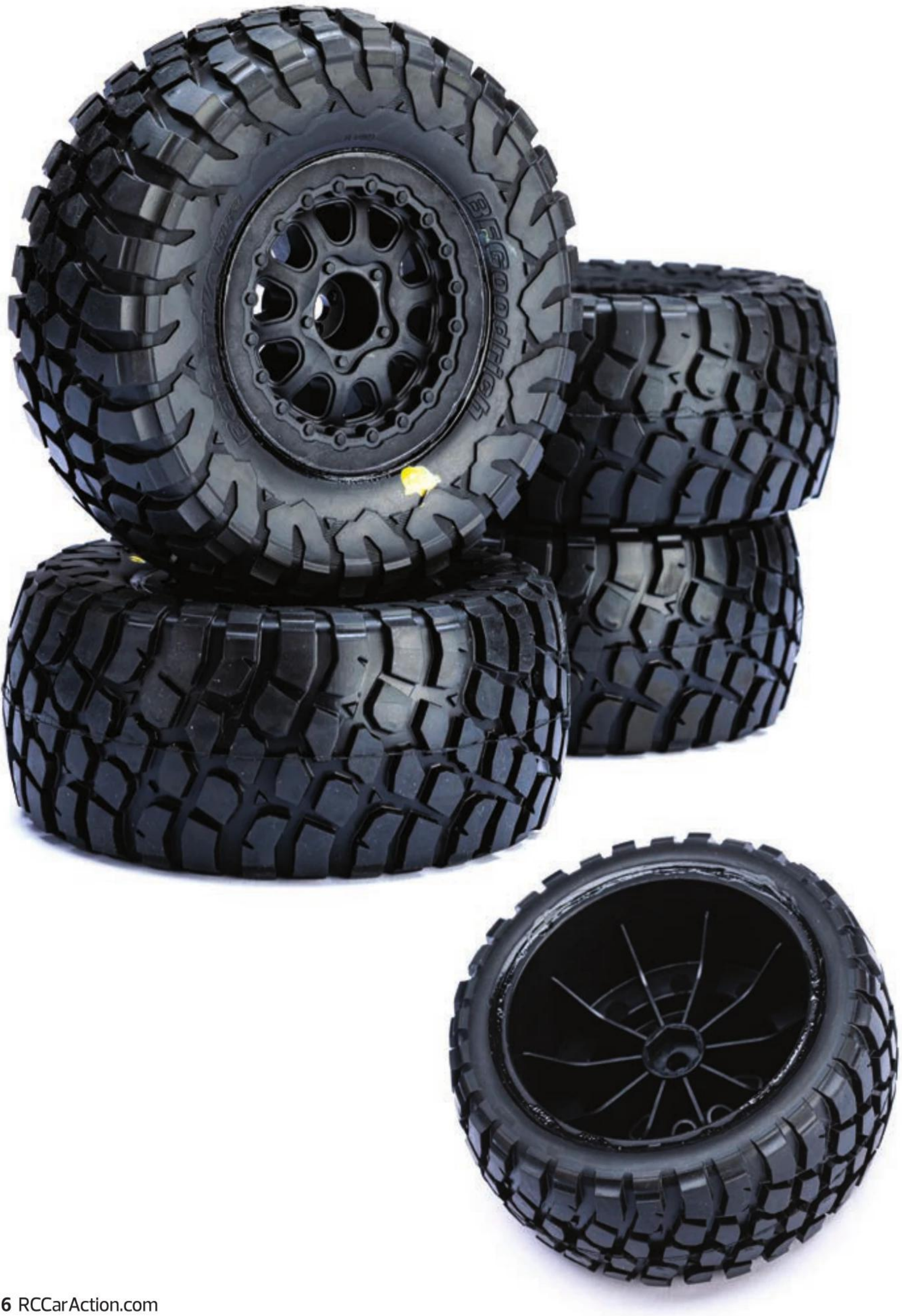


TEST BENCH

RC Products Tested & Evaluated

Text and Images by Lauren Short

PRO-LINE BFGOODRICH BAJA T/A KR2 SHORT COURSE M2 TIRES ON RENEGADE WHEELS



FEATURES

Pro-Line's BFGoodrich Baja T/A KR2 Short Course tires are billed as go-anywhere, all-terrain racing tires with details and tread pattern matching their full-size counterparts. This particular set of tires comes pre-mounted on Pro-Line's Renegade Short Course wheels, and are made from Pro-Line's M2 rubber compound, a medium hardness compound ideal for outdoor use in 90°F+ weather. Pro-Line's closed-cell foam inserts are pre-installed, making these a complete package, ready to install and thrash.

TESTING

Ultimately, BFG KR2's are best known for seeing use in desert racing on trophy trucks, which ideally makes them a great addition to any high speed off-road RC machine. Our test vehicle for this round of tire thrashing was an upcoming 4WD 1/10 truggy project. These might be Short Course spec wheels and tires, but I thought they'd be right at home on the high-speed track basher that was purpose-built for such occasions.

In order to get some testing done in the dirt, I paid a visit to Revelation Raceway in Montclair, CA. What better way to test the high speed dirt handling than to visit a world-renowned 1/8 scale dirt track? Revelation's layout gave us a lot of

options for testing, with plenty of big jumps, nice grooved sections, some ruts, and that loose loamy dirt that perfectly emulates dirt desert fields.

The first thing I noticed on the track was just how well these tires hooked up right off the bat. From the get-go, the KR2's dug right in and helped the truggy rocket forward. These aren't purpose-built RC racing tires, strictly speaking, so I was extremely impressed by how much control the KR2's gave me when driving. The track surface was well over 90°F+ thanks to the summer SoCal sun, which really helped the M2 compound come alive, keeping the truggy nicely planted. I was able to break the tires loose a few times in the real loose stuff, but it was easily managed and the truggy was quickly brought back into line. With the grip as good as it was, I had no issue getting enough run-up and traction to propel the truggy over those large 1/8 jumps. Color me impressed!

ET410.2
BFGoodrich

Additionally, the KR2's hooked up really well on pavement. The KR2 tread in M2 compound has plenty of traction on paved surfaces without any issues with traction rolling. This is a great feature for an all-terrain tire, since it means I can freely drive on dirt and paved roads without having to worry about changing my tires. The M2 compound is also very long-wearing, meaning these tires are sure to last for quite some time. To top it all off, the Renegade wheels look excellent on our truggy, giving it a sleek aggressive look. All in all, a great set of wheels and tires!

Pro-Line BFGoodrich Baja T/A KR2 Short Course M2 Tires on Renegade Wheels
Part #: 10123-13
MSRP: $40.95 (per pair)
URL: prolineracing.com

HW
XERUN XR10 PRO
XR10 PRO
XING

HOBBYWING XERUN XR10 PRO G2 160A SENSORED BRUSHLESS ESC

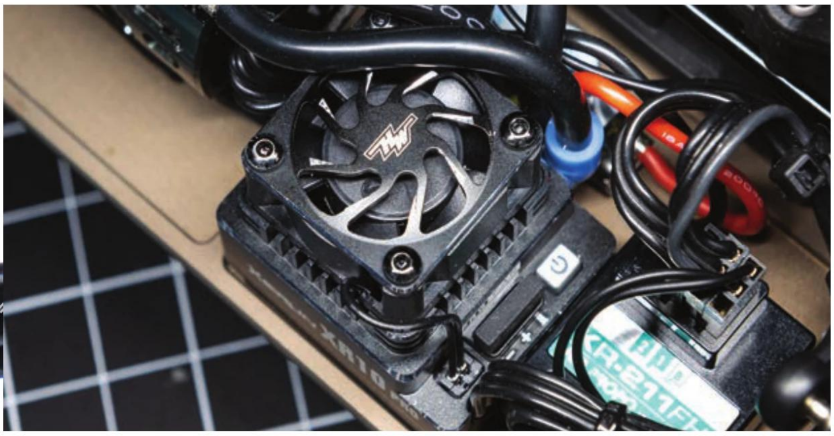
FEATURES

Hobbywing's Xerun XR10 Pro G2 ESC is the next evolution in a strong lineup of ESC options from the popular manufacturer. The XR10 G2 features a continuous current output of 160A and a peak current output of 1200A (yes, twelve hundred). An adjustable BEC is built-in, and there are several tuning options such as variable PWM & Brake frequencies, Boost and Turbo timing, along with several other adjustments. The XR10 G2's biggest improvements over the G1 are the new Reverse Polarity protection circuit, increased PWM and Brake Frequency options, increased Turbo options, an upgraded 32-bit M4 microprocessor that Hobbywing states gives the G2 more stable control and more rapid response, and finally a removable external power switch.
Like all of Hobbywing's Xerun ESC's, the XR10 Pro G2 can be hooked up to their LCD programming box or WiFi Express module to fully adjust all of the onboard functions and features.

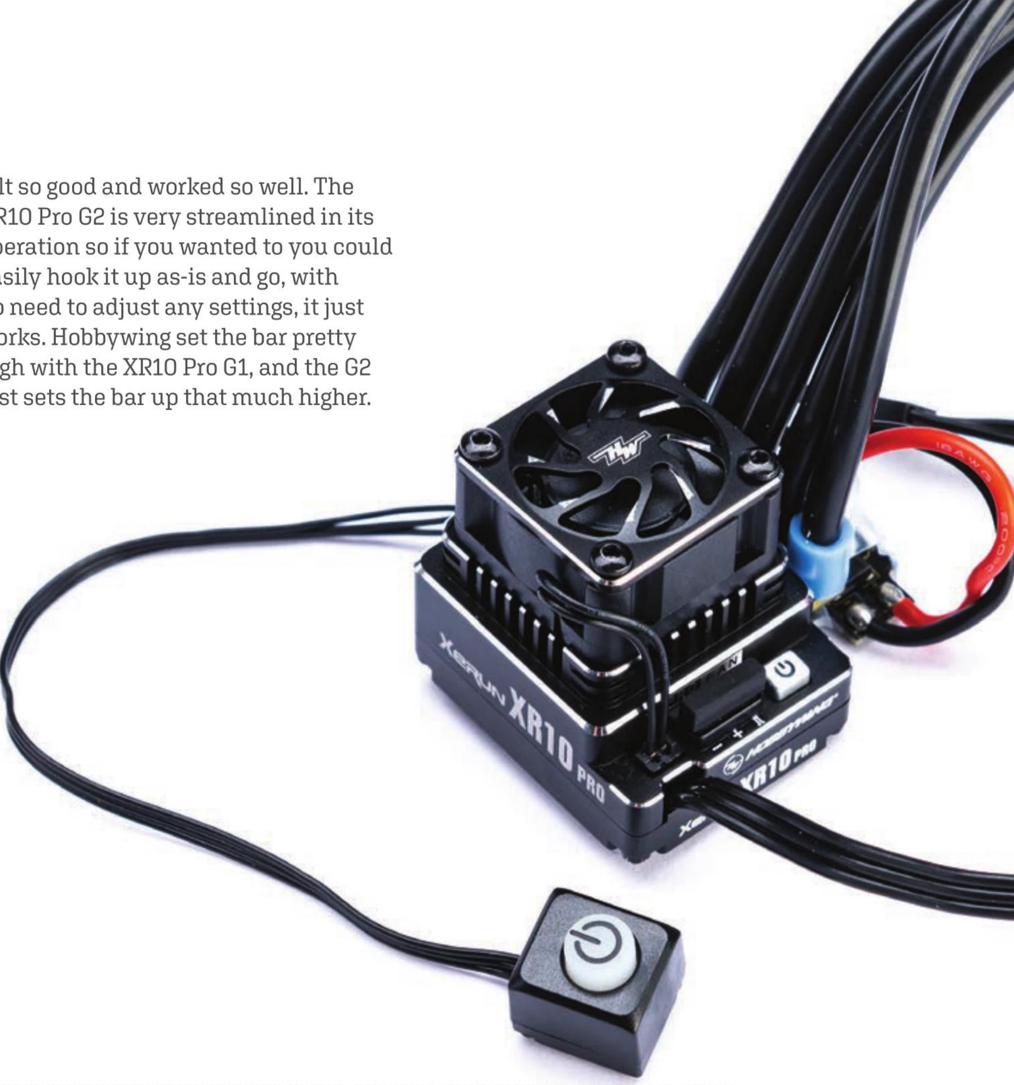
TESTING

The physical footprint of the XR10 G2 is the same as the G1, which is to say it's nice and relatively small, making it easy to install even in a tight spot. I installed the XR10 G2 into an upcoming 4WD 1/10 truggy project to put the ESC through its paces. A 6.5T sensored brushless motor was used alongside a 5000mAh 120C race-grade LiPo battery pack, which supplied the ESC with ample power so it could do its thing with ease. I did make a few adjustments using Hobbywing's WiFi Express module, specifically turning up the Brake Frequency to soften the truggy's braking, as well as set the BEC to 7.4V to supply the high-voltage servo with enough power to reach its full potential. Turbo and Boost timing are easily adjusted as well, though I opted to keep them at the default Zero Timing setting.

As for driving, the XR10 Pro G2 supplies super smooth power output and responds seamlessly to driver input. I felt as if the vehicle was an extension of myself, with almost instantaneous throttle and brake feedback. Its always great to have such a crucial piece of equipment work so effortlessly.



Regarding new features, the new 32-bit processor definitely helps further improve the ESC's smoothness and response. The Reverse Polarity protection circuit is a nice touch as well. I use bullet connectors, and although I always cut my ESC battery leads to exact lengths it's nice to know that the protection is there in case I one day make the mistake of installing the battery the wrong way. The external switch is also a great touch, since it makes it easier than trying to access the smaller onboard switch with my sometimes-clumsy fingers. I especially like that it's removable, in case a more streamlined installation is preferred. I personally own an XR10 Pro G1, so it was no surprise to me that the G2 felt so good and worked so well. The XR10 Pro G2 is very streamlined in its operation so if you wanted to you could easily hook it up as-is and go, with no need to adjust any settings, it just works. Hobbywing set the bar pretty high with the XR10 Pro G1, and the G2 just sets the bar up that much higher.



Hobbywing Xerun XR10 Pro G2
160A Sensored Brushless ESC
MSRP: $214.99
URL: hobbywingdirect.com

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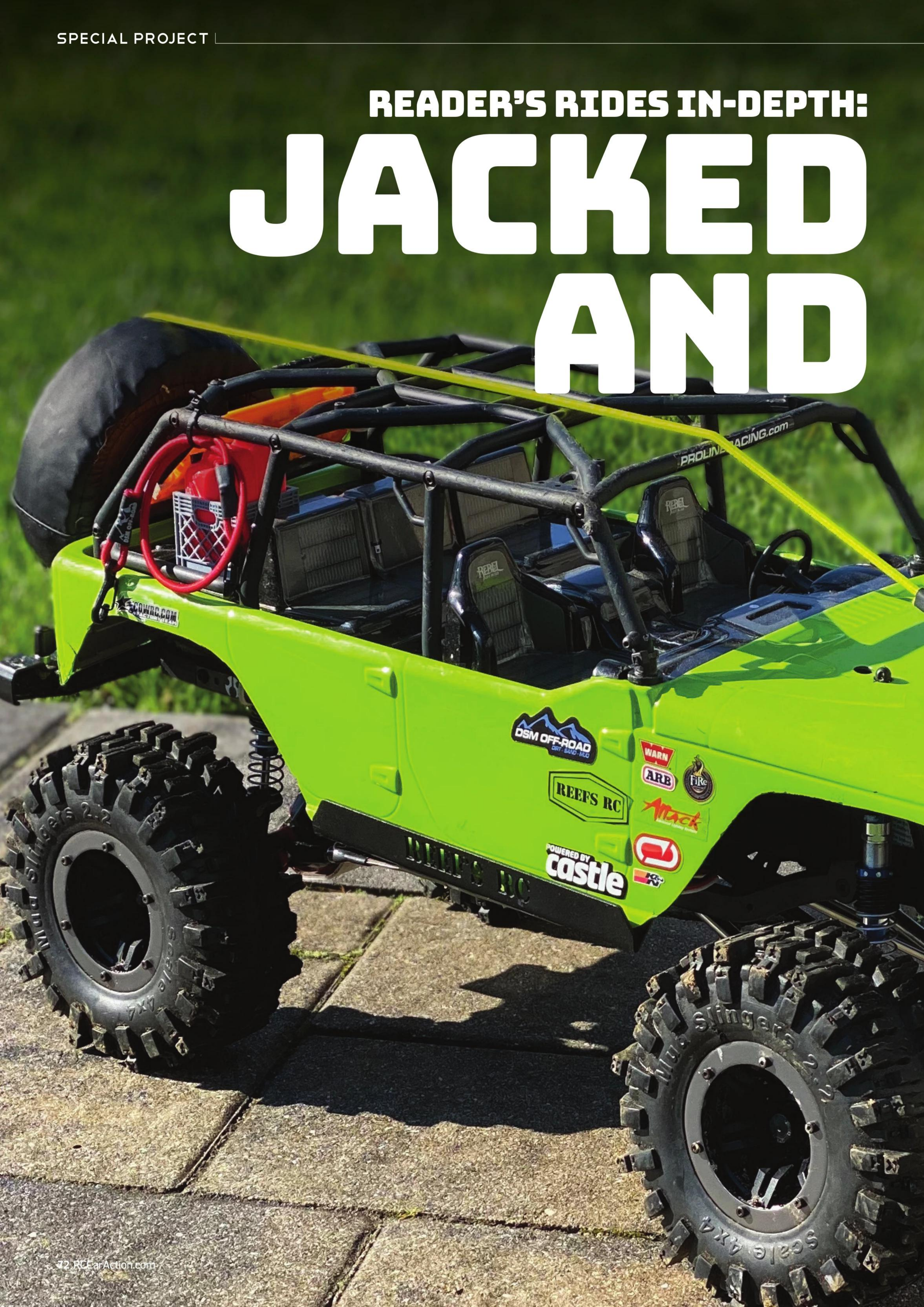
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JUICED JEEP

AN INSPIRED RETURN TO RC AFTER NEARLY 20 YEARS

Text and Images by Peter Lundberg

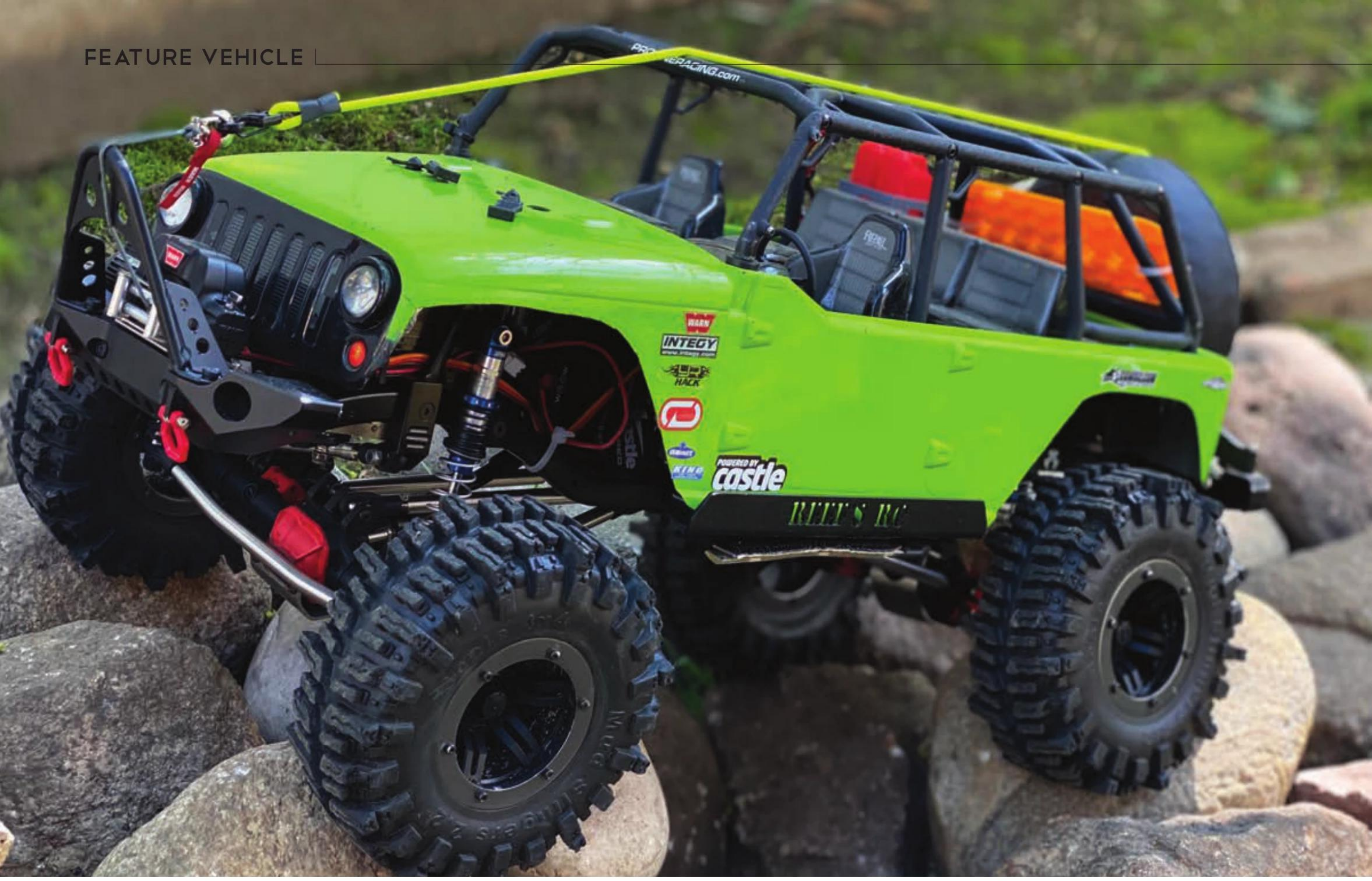
Editor's Note: We take an in-depth look at an RCCA Reader's Ride and its owner. Peter Lundberg's journey back into the RC hobby is a fascinating one, he shares his story with us directly.

My RC journey started way back in 1996 with a pair of Tamiya classics—a Clod Buster and a Grasshopper. I spent two years building and modifying those rigs and really enjoyed them. When I went off to college I sold them and kind of lost touch with the hobby.

Fast-forward nineteen years: now married with two kids, I came across an issue of RC Car Action magazine. I was so impressed with how far the hobby had come since back in the day that I read the magazine all the way through twice and found myself hooked all over again.

I went to my local hobby shop and asked for their recommendations on a starter RTR rig that was built for speed. The guys at the shop recommended the Traxxas Stampede 4x4 VXL. I took it home, charged the batteries, and let it rip! I spent the next year upgrading it and eventually got it to reach 60 mph on a 3S Lipo.

In 2017, I came across some crawling competitions on the internet and decided I wanted to put the speed game aside and try out the crawling scene, as I have always been into hiking trails and mountain biking. I have also had a lifelong love of Jeeps so I decided the Axial SCX 10 II was what I needed.



THE BUILD

I ordered the RTR version from Tower Hobbies and tracked that package every day, feeling like a little kid again. When it arrived I was stoked! I live close to the beach where we often take our trucks, and that provided me with plenty of inspiration. Many of the Jeeps you see out there have amazing modifications on them; that helped shape the vision I had for this particular project.

I was stoked! I live close to the beach where we often take our trucks, and that provided me with plenty of inspiration. Many of the Jeeps you see out there have amazing modifications on them; that helped shape the vision I had for this particular project.

During the year that followed I came up with a plan for modifications to help the Jeep handle any terrain or weather it would encounter here in New York where I live. Those initial mods included Vanquish Incision driveshafts, Vanquish links, Boom Racing axles, new bumpers, a Warn winch, a light kit by Mytrickrc.com, a bunch of scale accessories from Yeah Racing, a lift kit, and a set of RC4WD tires.

With the Jeep set up like that, I decided to submit it to the Reader Rides section of RC Car Action and it was featured in the September 2018 issue. That was a huge accomplishment for me having just recently gotten back into the hobby, but rather than stop there and call the Jeep finished, that Reader's Ride spotlight inspired me to take the project further and build my ultimate Jeep crawler.

About that time I also decided to create an Instagram page to document the Jeep and other builds I had since started working on. I put a lot of effort into creating quality content for the page and that paid off when I picked up my first sponsorships from Reef's RC and CowRC for products I used with the Jeep build. More recently I have also partnered with Gens Ace Batteries, DSM Off-Road, Treal Hobbies, and Carryall RC—all brands I believe in and actually use—and which helped me take the Jeep to the next level.

For inspiration for my ideal crawler I looked at numerous full-size modified jeeps online and in person—especially out on the beach. My plan was to build a lifted, reinforced Jeep with no top that would be trail and competition capable. I started with a green Jeep body

A Real Powerhouse
CLOD BUSTER

"My RC journey started with Tamiya's Grasshopper and Clod Buster, but I sold them when I headed off to college."

HOPPER
BRITE LITE
BRITE LITE
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GRASSHOPPER RACING TEAM
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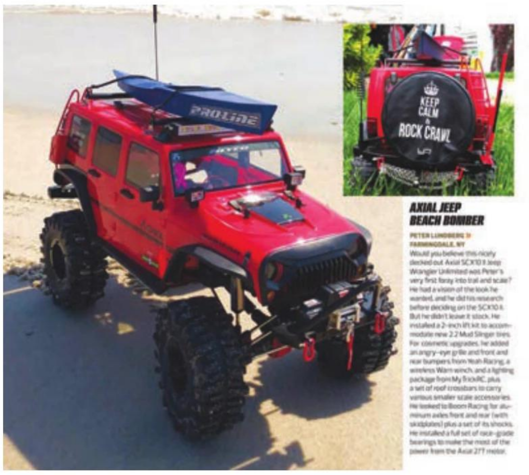


AXIAL JEEP BEACH BOMBER

PETER LUNDBERG III
FARMINGDALE, NY

Would you believe this nicely decked out Axial SCX10 II Jeep Wrangler Unlimited was Peter's very first foray into trail and scale? He had a vision of the look he wanted, and he did his research before deciding on the SCX10 II. But he didn't leave it stock. He installed a 2-inch lift kit to accommodate new 2.2 Mud Slinger tires. For cosmetic upgrades, he added an angry-eye grille and front and rear bumpers from Yeah Racing, a wireless Warn winch, and a lighting package from My TrickRC, plus a set of roof crossbars to carry various smaller scale accessories. He looked to Boom Racing for aluminum axles front and rear (with skidplates) plus a set of its shocks. He installed a full set of race-grade bearings to make the most of the power from the Axial 27T motor.

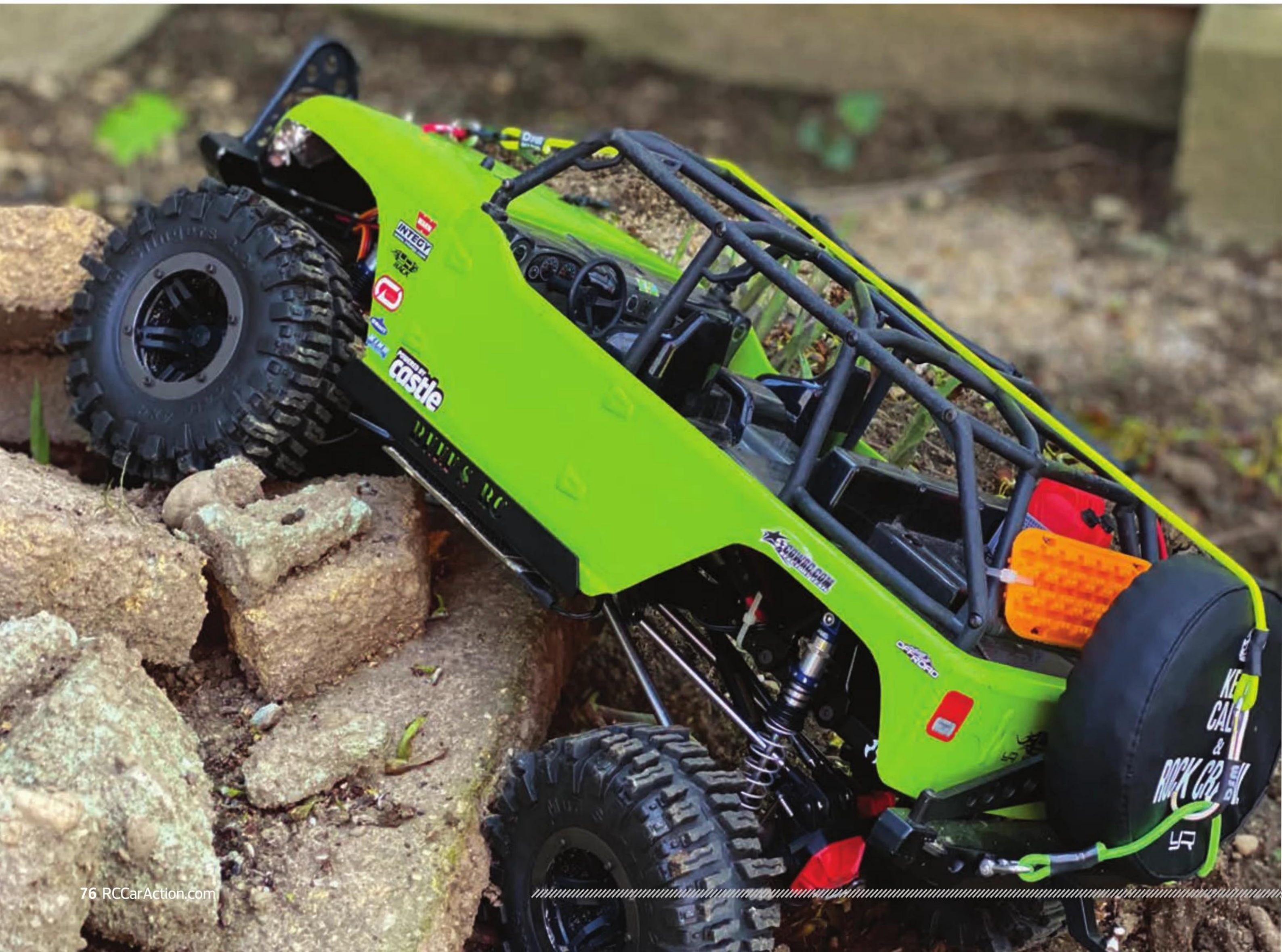
The SCX 10 II started out with the factory red hardtop Jeep body andy first round of upgrades was focused on making it work with the weather and terrain we have here in New York. This is the version that appeared in Reader's Rides in September 2018.

that I found on eBay and I began to lay out the plan of modifications.

I wanted to be systematic so I reviewed my notes from the previous year and even watched videos of my Jeep on the trails to figure out exactly what parts needed to be reinforced. I knew I needed more torque as the Jeep struggled on some climbs, and it definitely needed reinforced sliders, higher clearance, a better steering servo, and more solid aluminum and steel parts.

I wanted more top speed as well. I upgraded the servo to a Reef's RC triple 4 and also added their sliders to protect the chassis. I went with a Futaba 3PV radio for more precise steering adjustment. To give me more hill-climbing torque and better top-end speed I upgraded to a Castle Creations crawler motor paired with a Mamba X ESC, along with a steel spur gear. To keep the tires planted better I installed a set of Pro-Line's Pro-Spec shocks.

With all of these upgrades the performance on the trail is much better and I am very happy with the overall progress of this build, but I'm not done yet! Next on the list are a Reef's RC 299LP servo winch and some new wheels and tires.



PETER LUNDBERG'S SCX 10 II

BASE KIT: AXIAL SCX 10 II

BUILD SHEET

Chassis: Axial SCX 10 II
Motor System: Castle Creations Crawler Edition with a Mamba X ESC
Battery: Gens Ace 3S Adventure Series Lipo
Steering Servo: Reef's RC Triple 4
Radio: Futaba 3PV
Links: Vanquish Products
Driveshaft: Incision
Axles: Boom Racing
Spur Gear: Steel
Sliders: Reef's RC
Tires: RC4WD Mudslingers
Shocks: Pro-Line Racing Pro-Spec Scaler
Recovery Line: DSM Off-Road
Front Bumper: Injora
Front Bumper Brace: Hot Racing
Winch: Warn (with wireless module)
Rear Bumper: Yeah Racing with tire attachment and cover
Bluetooth: Castle Creations B-Link Adapter
Grille: Injora Angry Eye
Lighting: MyTrickRC
Scale Accessories: Yeah Racing

SPONSORS

CarryAll RC: carryallrc.com
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DSM Off-Road: dsmoffroad.com
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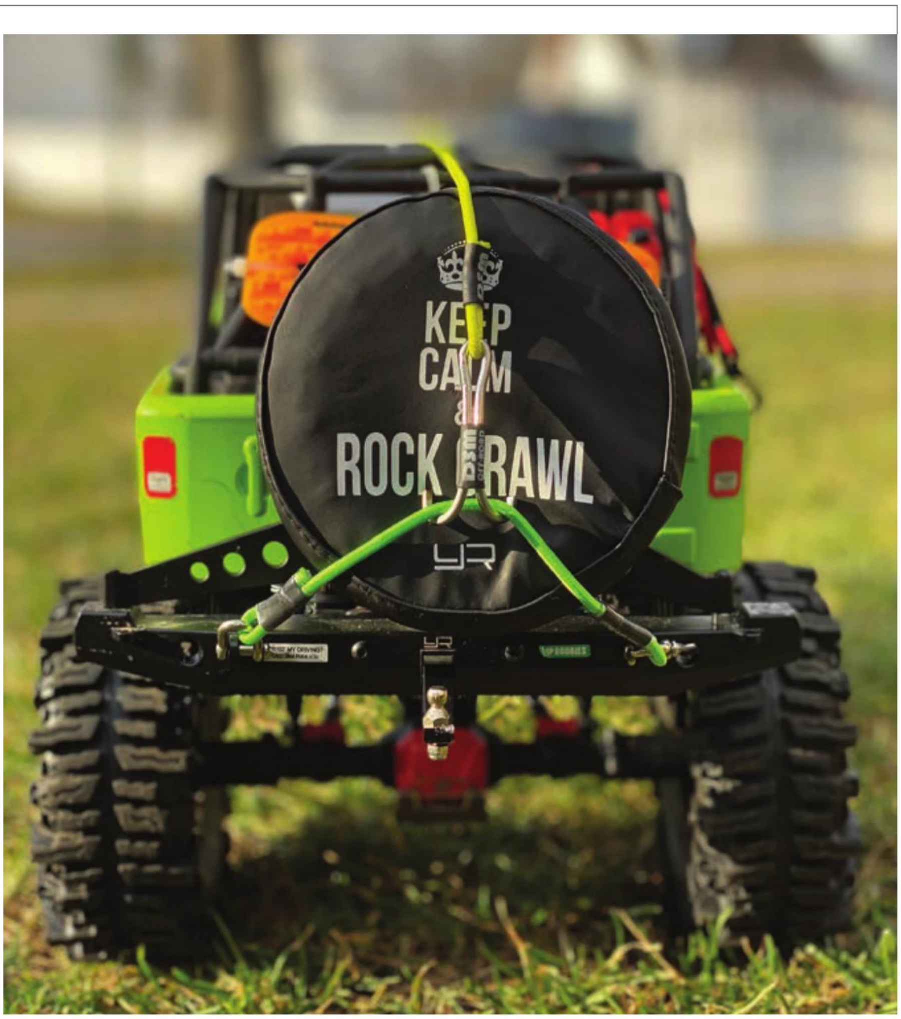
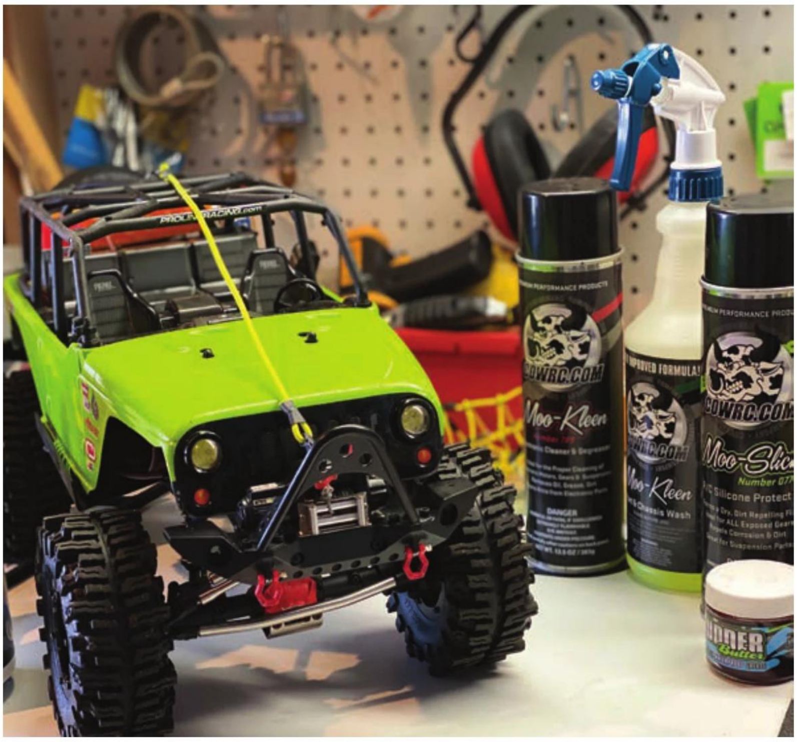


THE LAST WORD

This industry is fast-paced and ever-changing. My advice to people getting started (or re-started!) in the hobby is pretty simple: Get out there and do it. Build rigs, break rigs, ask questions, join Facebook groups, follow Instagram pages (including mine at Rc_Teamzone), attend local competitions—learn while having fun at the same time!



The front end features an Injora Angry Eye grille and bumper with a Hot Racing brace. The rear bumper and many of the scale accessories—including the tire attachment and cover—are from Yeah Racing.

ASSOCIATED

TEAM ASSOCIATED NANO

RC And Action Sports Collide In High-Speed Fun

Text by Matt Boyd
Images by Leigh Guarnieri

RC manufacturers—like most businesses—are always brainstorming for fun and effective ways to reach new people. While customers of any age and experience level are welcome, if a company can be the firm that introduces someone to RC that can create a positive experience that translates into brand loyalty that sticks with them for life. Of course, that's easier said than done today when we all have so many great tech toys competing for our attention—particularly in the coveted youth market.

With its new NanoSport, Associated Electrics looks to answer this quandary by incorporating RC tech into a high-energy sport. Offering more than just a driving experience, the NanoSport cars become the "vehicle" by which players compete head to head in electrified versions of games like street hockey or

SPORT
RTR

soccer. Players will be so focused on the competitive action of the game that they probably won't even notice that they are honing their driving skills at the same time!

LET THE GAMES BEGIN

This isn't the first time that RC has been incorporated into sports and games, but the NanoSport does it the right way by putting literally everything you need in one package. You get two cars, two radios, two hockey pucks, and two lightweight foam balls plus AA batteries and charge cords. The boxes are even perforated so they can be quickly converted into goals for the games. Associated categorize the cars as 1:32 scale so they're fairly compact (about 7 inches nose to tail), but the transmitters are full-size/full-function (important

NANOSPORTRTR

for developing driving skills for newbies). The fully painted and decaled bodies are sort of a stylized open-top Le mans-style prototype car design, but they are molded taller and with a concave nose and tail to help capture and control the puck or ball during the game.

The NanoSport is innovative in its application of RC tech, but the chassis itself is fairly conventional. As you would expect of a car of these dimensions it is rear-wheel-drive, full-action steering and functional suspension. The front rides on fully independent coil springs. The rear also uses coils; the drivetrain is mounted solidly to the rear section of the two-piece chassis and a hinge forward of the rear wheels provides the suspension articulation, kind of like a simplified pan car.

A single sealed box houses all of the electronics; obviously a product like this isn't geared toward a lot of DIY wrenching. That said, Associated does sell a handful of aftermarket accessory parts for the NanoSport—a detail that further separates this set from more toy-grade competitors. Among them are three different options each for either radial (on-road) or pin-style (off-road) tires, a couple different wheel options, replacement bodies in various colors, and body customizing kits in either "Space" or "Race" themes.

Associated even lists the NanoSport as compatible with its XP Digital DSV (Driver's Seat View) point-of-view camera/headset system. While the DSV would double the buy-in cost (the DSV System retails for $130) that would take the game experience to a whole new dimension, and the system could be carried over to the driver's next RC vehicle so it might be worth considering.

GAME ON!

The NanoSport system is self-contained and requires no additional equipment. The drive battery charges from a cord in the transmitter that plugs into a port in the chassis and there's an LED charge meter on the display panel. The radio is a full-function 2-channel pistol with a foam wheel and decent feel, and it even provides steering and throttle trim knobs to dial the car in for driving style.

Obviously a little car like this isn't going to set any speed records, but the NanoSport's size magnifies the impression of speed so it feels faster than a stopwatch would indicate. More important than outright speed for game play is responsiveness; the NanoSport turns sharply and offers more than enough grip on pretty much any paved surface, which is what you'll definitely be using for the

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NANOSPORT RTR

hockey game. The ball offers some option for play on dirt, but with the NanoSport's small size and limited suspension travel it will need to be smooth and level dirt even with the pinned tires.

Hockey is a contact sport so collisions are inevitable and the car's generous front and rear overhangs and slab sides can absorb a pretty good hit. High-speed collisions can overturn an opponent's car though; that can either cause a stoppage of play or be a strategy within the game itself! Eventually those may result in you needing to replace the body, but fortunately Associated does sell replacements in a couple different colors.

FINAL BUZZER

The success of the NanoSport concept depends on delivering a blend of RC combined with a visceral game-play experience. It does that pretty successfully. Veteran RC'ers will rightly point out that racing already provides a competitive environment for RC, but it also demands developed driving skills and a much higher monetary investment. Racing is generally not something that just any kid can dive into and immediately be successful.

Because the NanoSports require a different skill set, their own strategy, and the hardware provides 100-percent parity between cars it allows even first-timers to grab a controller and have fun and be competitive. The cars are simple and tough, they are reasonably quick and responsive, and the two-car package is all-inclusive and very affordable. That sounds like a pretty good recipe for attracting younger first-timers to RC!

SOURCE
Associatedelectrics.com

TEAM ASSOCIATED NANOSPORT RTR

SPECS

Price: $99.99 (includes set of 2 cars)
Item no.: 20170
Body: pre-painted and trimmed Lexan
Chassis: 2-piece ABS plastic with sealed electronics
Motor and ESC: integrated
Battery: integrated
Charger: built into radio transmitter
Radio: 2-channel pistol grip with steering and throttle trim adjustment
Receiver: integrated
Wheels/Tires: solid rubber, treaded on-road with optional pin-style off-road available

DIMENSIONS

Length: 177.5mm (6.99in)
Width: 84mm (3.31in)
Wheelbase: 75.75mm (2.98in)
Weight: 84g (0.19lbs)

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The all-new Hoss 4X4 VXL unleashes extreme monster truck fun with the power and speed only Traxxas can deliver. Grab a fistful of throttle and the huge Velineon 540XL motor delivers a massive torque punch to wheelie on command, and then keeps pouring on the thrust for a 60+ MPH top speed. Hoss stays true to the Traxxas heritage of rugged strength and durability which is engineered into every component. Drive harder, go faster, hang tougher— Nothing stops the Hoss!

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